

HONGKONG
WEEKLY.

ILLUSTRATED

No. 18,874

The China Mail.

ESTABLISHED 1845

號六廿月九年七零百九千一英

HONGKONG, THURSDAY, SEPTEMBER 26, 1907.

日九十月八年未丁

PRICE, \$8.00 Per Month.

Don't Forget

TO ORDER THE

OVERLAND
CHINA MAIL.

BEFORE GOING HOME.

Intimations.

THORNE'S
OLD VAT



SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO. LTD.

Hongkong, May 1, 1907.

TAI KWONG CO.,

109, Des Voeux Road Central.

GASOLINE LAMPS

WELSBACH MANTLES.

Hongkong, June 14, 1907.

HONGKONG ST. ANDREW'S

SOCIETY.

THE ANNUAL GENERAL MEETING
of the above Society will be held in
the CITY HALL, on FRIDAY, the 27th
inst., at 5.30 p.m., for the purpose
of receiving the Annual Report and Statement
of Accounts for the year ending 31st
August; of electing officers for the
ensuing year, etc.

W. ARMSTRONG,

Hon. Secretary.

Hongkong, September 20, 1907.

ROYAL HONGKONG YACHT CLUB.

THE THIRD ANNUAL GENERAL
MEETING of the Members of the
above Club will be held in the CITY
HALL, on MONDAY, the 30th inst., at
8 p.m.

By Order of the Committee,

G. G. FRANKLIN,

Hon. Secretary.

Hongkong, September 23, 1907.

HONGKONG HOCKEY CLUB.

THE ANNUAL GENERAL MEETING
of Members will be held in the
H.K.C.C. Pavilion (by kind permission),
on TUESDAY, the 1st October next, at
5.15 p.m.

T. C. GRAY,

Hon. Secretary.

Hongkong, September 23, 1907.

NOTICE.

ALL Outstanding Claims against THE
SAVOY, LIMITED, must be sent in
to the Liquidator No. 13, Queen's Road
Central by the 30th September, 1907.

QUAN HING,

Liquidator.

Hongkong, September 24, 1907.

HONGKONG AND SHANGHAI BANKING

CORPORATION.

NOTICE.

INCREASE OF CAPITAL.

SHAREHOLDERS are reminded that
the SECOND and FINAL CALL of
250 Shares per Share on the NEW
ISSUE of Shares will be payable on
the 1st October next.

For the Hongkong and Shanghai Banking
Corporation,

J. R. M. SMITH,

Chief Manager.

Hongkong, September 24, 1907.

INTERNATIONAL SLEEPING

CAR & EXPRESS TRAINS

COMPANY.

(THE GREAT TRANS-SIBERIAN

ROUTE TO EUROPE).

HAVING been appointed AGENTS for
the above Company, we shall be
pleased to give any information as to rates
of passage, etc., in connection with above.

SHEWAN, TOMES & CO.,

Agents.

Hongkong, August 7, 1907.

CAMPBELL, MOORE & CO., LD.

Hair Dressers, Wig Makers

and Perfumers.

ELECTRIC MASSAGE

(FACE OR SCALP)

at the Shop, or elsewhere by special

arrangement.

Hongkong, September 2, 1907.

A LING & CO.,

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS

STORE.

Photographic Goods of Every

Description in Stock.

Developing and Printing Undertaken.

Hongkong, August 1, 1907.

Business Notices.

W. S. BAILEY & CO.

ENGINEERS & SHIPBUILDERS,

FOUNDERS & BOILERMAKERS.

RIVER STEAMERS, TUGS, MOTOR BOATS & LIGHT-DRAFT VESSELS
IN STEEL AND WOOD.

TELEPHONES: 137 and K. 21.

CABLES: SEYMOUR, HONGKONG.

**HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,363 tons, Captain S. Bell Smith.

s.s. POWAN, 2,358 tons, Captain H. Irwin Black.

s.s. FATSHAN, 2,250 tons, Captain C. Lloyd.

s.s. KINSHAW, 1,998 tons, Captain B. Branch.

s.s. HEUNGSHAN, 1,998 tons, Captain R. D. Thomas.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m.

(Saturday Excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).

The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday,

at 9 p.m. from Queen Street Wharf West, returning from Canton every Tuesday,

Thursday and Saturday, at 5.30 p.m.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the

River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

The S.S. SUY AN and SUY TAI will not run on SUNDAY next.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain W. Reynolds.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 p.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-

GATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain J. Wilcox.

s.s. NANNING, 588 tons, Captain A. McKinnon.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday

and Friday at about 3 a.m. and the other leaves Wuchow for Canton on the same days

at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin

accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

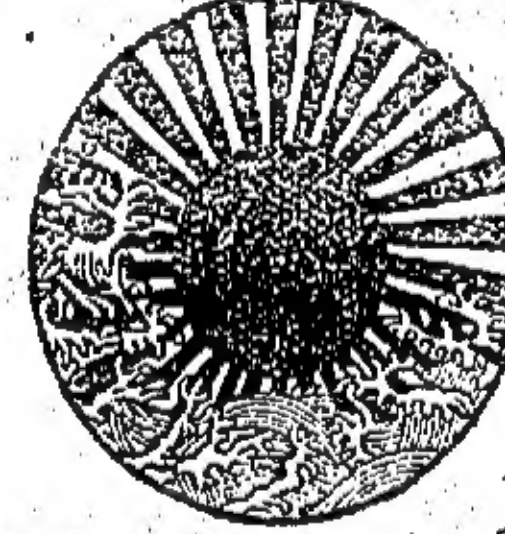
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.

Hotel Mansions, First Floor, opposite the Hongkong Hotel.

Or of BUTTERFIELD AND SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

JAPANESE BEER



'YEBISU' 'SAPPORO' 'ASAHI'

AND A NEW BRAND OF SPECIAL LIGHT BEER

'PEACE'

IDEAL AND WHOLESOME.

EACH BRAND has obtained the highest AWARD at International Exhibitions.

The largest demand in the whole of Japan. Quality speaks for itself.

PRICE PROCEEDINGLY MODERATE.

THE MITSUI BUSSAN KAISHA, Sole Agents.

Hongkong, August 21, 1907.

TIFFIN

SPECIALLY SERVED FOR BUSINESS MEN

AT THE

CONNAUGHT HOTEL

MONTHLY RATES.

Hongkong, September 2, 1907.

NOTICE.

WE have this day established ourselves
under the name and style of H.
ORUZ & CO., General Import and Export
Merchants and Commission and Shipping
Agents, at Nos. 15, 16 and 17, CONNAUGHT
ROAD.

H. ORUZ & CO.

Hongkong, September 16, 1907.

PATELL & CO.,

SHAMEEN, CANTON.

GENERAL STOREKEEPERS,

WHOLESALE and RETAIL.

DEALERS IN:

WINE and SPIRITS.

Export and Import Merchants,

AND

Commission Agents.

Hongkong, September 4, 1907.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR MARINE ENGINES.



BEWARE OF IMITATIONS.

SOLE MANUFACTURERS:

BELL'S ASBESTOS CO., LD., LONDON.

LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND
OFFICE—8, DES VOEUX STREET

LANE, CRAWFORD & CO.

NEW STOCK OF ENGLISH MADE

SHOOTING BOOTS

\$10.00 and \$13.50 Per Pair.

LEATHER LEGGINGS

\$8.00, \$10.50, \$14.00 Per Pair.

FOXES' SPIRAL PUTTEES.

TWEED HATS & CAPS.

LANE, CRAWFORD & CO.

Hongkong, August 31, 1907.

WILKS & JACK, LD.

ELECTRICAL, MECHANICAL AND GAS ENGINEER.

SOLE AGENTS IN CHINA FOR

The Welsbach Incandescent Gas Light Co.

MANUFACTURERS & OWNERS

in the

UNITED KINGDOM

of the

WELSBACH, INCANDESCENT

GAS LIGHT SYSTEM.

A large stock of the latest

and most improved fittings

and burners on hand.

AUR. MANTLES, CHEAPEST

AND MOST RELIABLE.

SHOW ROOMS & OFFICES:

14, Des Voeux Road Central,

HONGKONG.

14, Robinson Road, Kowloon.

TELEPHONE: 555 & 38 K.

Hongkong, September 3, 1907.

(UNDER ROYAL PATRONAGE).

MEE CHEUNG, ART PHOTOGRAPHER.

NEW STOCK.

Kodak Developing Tanks and Powders. All Sizes of Films.

Johnson & Son's Various Developers.

Ilford Self-toning Papers, etc., etc.

Hongkong, April 2, 1907.

THE ORIENTAL HOTEL

No. 2, Queen's Road Central.

WILL BE OPENED ON 1st OCTOBER, 1907.

A THOROUGHLY FIRST-CLASS AND UP-TO-DATE HOTEL.

UNDER STRICT EUROPEAN MANAGEMENT.

For particulars, apply to the

NAGER.

Hongkong, September 24, 1907.

THE CARLTON HOUSE HOTELS

Nos. 8 & 10, Ice House Street.

REDUCED SUMMER RATES.

For Daily and Permanent Boarders.

AIRY ROOMS, CUISINE A SPECIALTY.

COMFORTS OF RESIDENTS STUDIED.

FOR RATES, APPLY TO

THE MANAGER.

YUEN CHEONG.

SWATOW DRAWN-WORK

MANUFACTURER.

Wholesale & Retail.

ALL kinds of DRAWN-TUBED WORK.

REINFORCED, GRASS CLOTHS,

PAINTED-WARE and LACES, &c., &c.

No. 39, Queen's Road Central,

Hongkong

(LATE OF 52, WILKINSON STREET),

Hongkong, September 4, 1907.

CHIE WING & CO.

27, 28 and 29, LEE YUEN STREET (WEST)

HONGKONG.

DEALERS IN

ALL sorts of COPPER, BRASS, STEEL,

IRON WARE, &c.

STEEL GIRDERS AND TEES

CORRUGATED IRON, PIPE IRON, &c.

Suitable for

SHIPS, ROVERIES and HOUSE BUILDERS.

Hongkong, September 4, 1907.

Dentistry.

DR. HARRY FONG,

AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved

Appliances.

51, QUEEN'S ROAD CENTRAL.

1319

SIEN TING

Surgeon Dentist,

No. 11, D'ARVILLE STREET.

TERMS VERY MODERATE

Consultation Free

88

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

In Bags of 50 lbs. net, \$2.70 per Bag, ex Factory.

Shewan, Tomes & Co.

GENERAL MANAGERS.

FAIRALL & CO.

STOCK TAKING SALE

on September 2nd, 1907.

EVERYTHING GREATLY REDUCED.

NEW AUTUMN SUITS

at Sale Prices.

7 and 9, PEDDER STREET.

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.

MODERATE TERMS AND NO EXTRAS.

A. F. DAVIES, Manager.

SUMMER REQUISITES

PRICKLY HEAT LOTION AND POWDER

SAFE REMEDIES FOR ALLAYING THE IRRITATION.

SUN GLASSES

IN GREAT VARIETY!

'NESTOR' SANITARY FLUID

A RELIABLE DISINFECTANT

Pints Tins 50 Cents; One Gallon T

Intimations.

G. FALCONER & Co.,

WATCH-MAKERS AND JEWELLERS.

HOTEL MANSIONS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES,
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN GRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
VERY FINE PANORAMIC VIEWS OF HONGKONG.
6A, QUEEN'S ROAD CENTRAL.

TYPEWRITERS! TYPEWRITERS!!

Typewriters repaired, cleaned,
overhauled, and broken parts
duplicated under expert
supervision.

Old Machines Renovated. Terms Very Moderate.

SATISFACTION GUARANTEED.

BICYCLES

FOR SALE, REPAIR, EXCHANGE AND HIRE.

THE DRAGON CYCLE CO.,

11, D'AGUIAR STREET.

Hongkong, February 16, 1907.

Holloway's

PILLS & OINTMENT

Should be in every Home.

The Pills

CURE INDIGESTION,
BILIOUSNESS, HEADACHE,
CONSTIPATION,

The Ointment

CURES SPRAINS, WOUNDS,
SORES, SKIN ERUPTIONS,
AND COMPLAINTS OF
THE CHEST AND THROAT.

RECOMMENDED AND
USED BY ALL GOOD NURSES.

Manufactured only at 78, New Oxford Street (late 533, Oxford Street, London).

DINNEFORD'S

The Universal Remedy for Acidity of the
Stomach, Headache, Nervous Indigestion,
Bile, Eruptions, Bilious Affections.



Safest and most
Effective Remedy
for
Regular Use.

THERE IS NO DOUBT THAT

where Dr. J. C. ENO'S 'FRUIT SALT' has been taken in the earliest stages
of a disease it has in innumerable instances prevented a serious
illness. The effect of

ENO'S 'FRUIT SALT'

from any disordered, sleepless, or feverish condition is simply
marvellous and unsurpassed. In fact it

NATURE'S OWN REMEDY

CAUTION—Beware of cheap imitations and see that it is marked ENO'S 'FRUIT SALT'.
Otherwise you have the inferior form of Salts—IMITATION.
Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, E.C.4.
Eng. by J. C. ENO'S Patent.
Sold by Chemists and Stores everywhere.

WELLINGTON KNIFE POLISH
WELLINGTON SILVERSMITHS
BLACK LEAD SOAP FOR CLEANING PLATE
POLYBRILLIANT METAL POMADE
NEVER BECOMES DRY & HARD LIKE OTHER METAL PASTES
JOHN OAKLEY & SONS LIMITED, "WELLINGTON MILLS LONDON."

Intimations.

MITSU BISHI GOSHI KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT
MARUNO-UCHI, TOKIO.

CABLE ADDRESS: "IWASAKI."
Which applies to all Branch Offices.
At, A B C 5th Edition, Western Union
Codes used.

All Letters Addressed to:
MANAGER, MITSU BISHI CO.,
with name of place under.
BRANCH OFFICES:
NAGASAKI, MOI, KORE, KATSU,
SEANGHAI, HONGKONG AND HANKOW.

AGENCIES:
YOKOHAMA: M. ARADA, Esq.
OHINKIANG: Messrs GRABER & Co
MANILA: Messrs MACDONALD & Co.

SOLE PROPRIETORS of Takasima,
Ochi, Shianew, Namazuta and Kam-
Yamada Collieries and also Hojo Colliery,
which will shortly be ready to produce on a
large scale the best Buzon Coal.
The Head and Branch Offices and the
Agencies of the Company will receive any
order for Coals produced from the above
Collieries.

T. MATSUKI, Manager, Hongkong,
No. 2, PRINCE STREET.
Hongkong, April 25, 1906.

STOCK TAKING

A FEW SHOP-SOLD MACHINES
AT AUCTION PRICES.
SINGER SEWING MACHINE CO.,
72a, Queen's Road Central.

Hongkong, September 6, 1907.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEET-
ING OF SHAREHOLDERS in the
above Company will be held at the
COMPANY'S OFFICES, on SATURDAY, the 28th
September, at Noon, for the purpose of
receiving the Report of the General Man-
agement, together with a Statement of Accounts
to 30th June, 1907.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 14th to
the 28th September, both days inclusive.
DOUGLAS, LAIDLAK & Co.,
General Managers.

Hongkong, September 8, 1907.

THE DAIRY FARM CO., LD.

NOTICE TO SHAREHOLDERS.

THE ELEVENTH ORDINARY
YEARLY MEETING OF Share-
holders in the above Company will be held
at the COMPANY'S TOWN OFFICE, 2, Lower
Albert Road, HONGKONG, on MONDAY,
the 14th October, at 12.30 P.M., for the
purpose of presenting the Report of the
Directors and Statement of Accounts to
31st July, 1907.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from 29th Sept. to
14th October, 1907, both days inclusive.
By Order,
M. MANUK,
Acting Secretary.

Hongkong, September 21, 1907.

HOW TO DO MORE BUSINESS.

MANY AMERICANS have built up
great commercial enterprises, by the
use of Trade-News items supplied by our
CLIPPING BUREAU. Chinese mer-
chants can do the same if they follow
American methods.
We clip business news from more than
50,000 papers monthly, and these items
to you while there is good prospect
of supplying what is needed and doing
business.

We can send you news and clippings on
any line of business, or any subject, and
you will be able to know, IN TRUTH, just
what American business methods are like,
and where there are openings for Chinese
merchants.

Suppose, for instance, you are a maker
of Pottery: our Clipping Bureau might
find in some paper an item saying that a
big wholesale Pottery concern was being
organized in a certain town—now, of
course, you would see that business news
item, and give you a chance to do business
with that firm.

We can do just the same in any line
of business, for there is always something
going on that it might pay Chinese mer-
chants to know.

We can supply you with advertisements
of all the great American merchants and
manufacturers, so that you may assimilate
their ideas and increase your business in
China the way we do here.

To avoid delay, send ten dollars (Mex.)
for one month's trial, order. Subsequent
rate can be determined according to service.
It won't cost any money to send for our
free Book which tells all about our service
and how much it costs. Send for it to-
day.

Consular references.

INTERNATIONAL PRESS CLIPPING BUREAU.

112 DEARBORN STREET, CHICAGO, ILL.,
U.S.A.

Hongkong, September 24, 1907.

NIGHT STEAMER TO CANTON.

S.S. SAN CHEUNG.

Now Twin Screw Steamer, Capt. J. McGarry.

Leaves Hongkong for Canton at 9 P.M. on
MONDAY, WEDNESDAY & FRIDAY.

Leaves Canton for Hongkong at 5.30 P.M. on
TUESDAY, THURSDAY & SATURDAY.

Fare 1st-Class \$3 single passage.
Meals \$1 each.

Also

SPECIAL EXCURSIONS TO MACAO

on Every SUNDAY

Leaving Hongkong at 9 A.M.

Returning from Macao at 6.30 P.M.

FARE 1st-Class \$1.50 single passage.
2nd-Class .80
3rd-Class .40
Meals \$1 each.

Servants' passages must be paid for.

CHEUNG ON STEAMBOAT CO., LD.,
No. 222, Des Voeux Road Central,
Hongkong, September 19, 1907.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1905,
£17,837,119.

—Authorized Capital £3,000,000

Subscribed Capital £4,750,000

Paid-up Capital £3,877,500

II—Fire Funds 5,368,720

III—Life & Annuity Funds 13,762,898

£17,837,119

Revenue Fire Branch..... 2,081,044

Life & Annuity Branch..... 1,713,808

£3,794,852

The Accumulated Funds of the Fire and
Life Departments are free from liability in
respect of each other.

SHEWAN, TOMES & CO.,
Agents.

AMERICAN FURNITURE FOR CHINA.

Mr Wilder on the Subject.

The "New York Commercial" says:
According to United States Consul-General
Wilder, of Hongkong, it is likely that
American-made furniture will find a market
in South China if that trade ever makes a
study of conditions. The following
particulars from Mr Wilder will be of
interest:

"Of course, the Europeans, who chiefly
use such furniture, are not unmy, and yet
good prices are paid for high-class
workmanship. It should be understood
that veneered woods are useless in this hot
moist climate; it is useless to consider the
sending of any such furniture. Glued furni-
ture also is doctored, as such pieces soon
disintegrate. If it were worth while for
the American manufacturers to construct
chairs, tables, etc., with mortised joints
secured by screws their furniture would
receive attention here.

"The price of American furniture is
higher than that of British and other Euro-
pean make. It is estimated that at 20 per
cent. lower prices Americans could meet the
field. The superior finish, style, and
decoration of American furniture is con-
ceded, and, while compared with markets
elsewhere the demand in south China is
small, yet there are individual buyers who
want the best and are willing to pay for it.

"It is interesting to note the manufac-
ture of furniture in Hongkong under
European management and supervision.
The work is given out to Chinese in-
dividuals who operate in their homes or in
their own small shops. The saving is
done wholly by hand, huge legs of teak,
larger than any pine, being patiently and
slowly cut into boards. Time is no object
to the Chinese. While a Chinese carpenter
(who lacks the qualities to entitle him to be
called a cabinet maker) will imitate any
article given him to make, even an artistic
piece of furniture, he seems to lack original-
ity, and any attempt to have a piece of
furniture made after generic instructions is
quite sure to prove disappointing. For
instance, with a picture in his hand, he can
do nothing with it.

"The ideas of what constitute prop-
er proportion and taste are his own. The
Chinese art of furniture making is handed
down from father to son, and unless
instructed, the worker will follow the
fashion of the ages. For instance, he will
bring two pieces of wood together and join
them with a nail. The European instructor
teaches him to make a hole and sink one
piece in another. This never occurred to
him before. One firm sent its No. 1 joiner
to England for six months' instruction.
He returned to Hongkong and taught his
associates what he had learned. The
practice of Europeans here in putting
Chinese to work on furniture is to make
drawings to actual size, these to be posted
on the wall. Every part of a table, for
instance, is drawn full size by the Euro-
pean. The Chinese carpenter takes these
drawings home, and, unless his
excessive economy in saving the wood
misleads him, he does a very faithful job.
Teak is the favourite wood for furniture
in Hongkong. It comes from the South.
The many varieties of handsome American
woods are much admired here, notably the
golden oak and bird's-eye maple, which
are both said to stand the climate well.
Freight charges can be greatly reduced by
shipping the furniture knocked down pro-
vided it can be put together at its destina-
tion by unskilled hands. French furniture
is largely sold here, much of it coming
knocked down. The Chinese are exquisite
polishers, and it is likely that if American
furniture can be shipped here in the white
the final process could be done economi-
cally by them. The mission furniture and
signs are in favour in Hongkong, and the
Chinese make considerable of it under
instructions.

"The leather used in upholstering furni-
ture is brought mainly from England, hav-
ing first come from America. It is difficult
to say why the leather comes and is not
imported direct in larger quantities. Sheep-
skin 'rans, dyed in all colours chiefly come
from India. Many goatskins, called locally
morocco leather, are also imported. Cow
and ballock hides tanned into leather, cost
the Hongkong buyer about 27 cents gold
per square foot."

LABUAN COAL.

THE LABUAN COALFIELDS COM-
PANY, LTD., are now prepared to
supply steamers at LABUAN, with Good
Fresh Quality LABUAN COAL, double
screened and straight from the Mines.
For further particulars, apply to
BRADLEY & CO.,
Agents.

Telegraphic Address:—
"LABOR," Labuan.
Hongkong, March 12, 1907.

CARMICHAEL AND OLARKE.

CONSULTING ENGINEERS AND
SHIPBUILDERS.

SURVEYORS AND CONTRACTORS,
REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG.
A. B. U. Code, 4th Edition.
A. 1 Code.
Elober Standard Code.
TELEPHONE 232.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 8.30 a.m. Every 10 minutes.

8.30 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 15 minutes.

1.15 p.m. to 2.15 p.m. Every 15 minutes.

2.15 p.m. to 3.30 p.m. Every 15 minutes.

3.30 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 8.00 p.m. Every 15 minutes.

8.00 p.m. to 8.30 p.m. Every 15 minutes.

8.30 p.m. to 9.00 p.m. Every 15 minutes.

9.00 p.m. to 9.30 p.m. Every 15 minutes.

9.30 p.m. to 10.30 p.m. Every 15 minutes.

10.30 p.m. to 11.00 p.m. Every 15 minutes.

11.00 p.m. to 12.00 p.m. Every 15 minutes.

12.00 p.m. to 1.00 p.m. Every 15 minutes.

1.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 15 minutes.

8.00 p.m. to 8.30 p.m. Every 15 minutes.

8.30 p.m. to 9.00 p.m. Every 15 minutes.

9.00 p.m. to 9.30 p.m. Every 15 minutes.

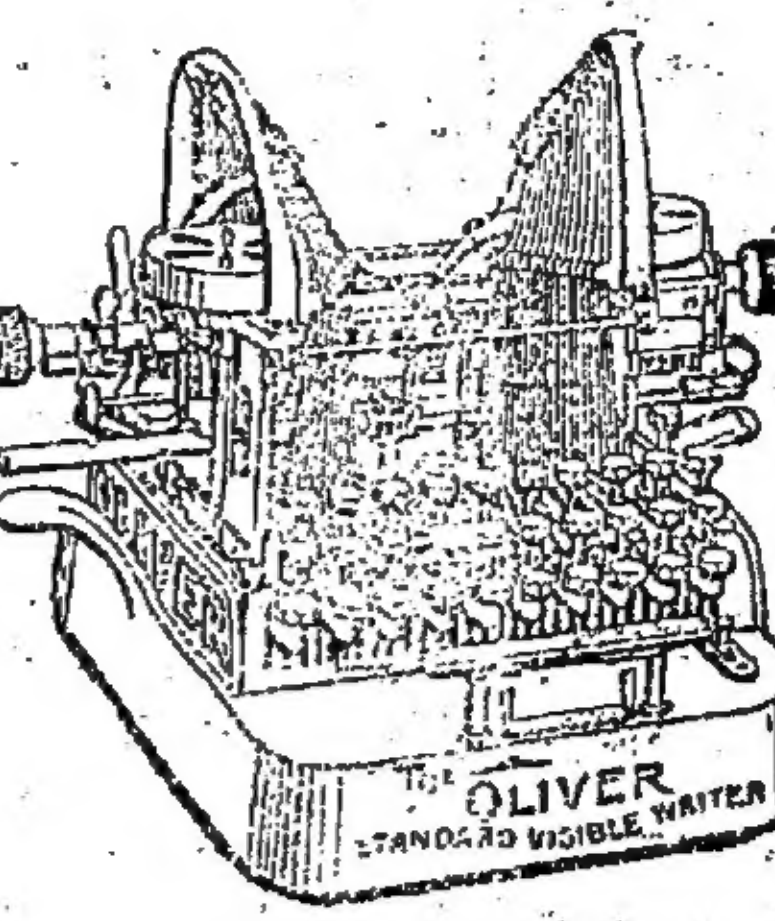
9.30 p.m. to 10.30 p.m. Every 15 minutes.

10.30 p.m. to 11.00 p.m. Every 15 minutes.

11.00 p.m. to 12.00 p.m. Every 15 minutes.

12.00 p.m. to 1.00 p.m. Every 15 minutes.

THE OLIVER TYPEWRITER.



VISIBILITY.

SIMPLICITY.

DURABILITY.

Unrivalled for Duplicating.

Writing in Sight.

Universal Keyboard.

TYPEWRITER RIBBONS

and supplies for ALL Ma-
chines kept in Stock.

1, PRINCES BUILDINGS.

Hongkong, July 10, 1907.

USE ONLY & USE ALWAYS

ATKINSON'S MOST REFRESHING.

A LUXURIOUS PERFUME Far Superior
IN HEALTH. to the German Kinds.

A NECESSARY RESTORATIVE IN SICKNESS. **EAU DE COLOGNE**

S. GREENFIELD

Successor to HARRIS-KEENEY CO.,

MANUFACTURER OF HIGH GRADE RATTAN
AND LIME FINE FURNITURE.

2, PRINCE STREET, opposite Main
Entrance to Hongkong Hotel.

A 10 per cent discount will be allowed to
all local residents.

Hongkong, July 31, 1907.

YUET HAN RAILWAY CO., LTD.

TENDERS are invited for the SUPPLY
of 50,000 (Fifty Thousand) AUSTRA-
LIAN HARD WOOD SLEEPERS Com-
posed of

MURRAY RED GUM
RED MAHOGANY
WHITE
GREY BOX
TALLOW WOOD
BLACK BUTT
WHITE STRINGY BARK
RED
TURPENTINE
ELITE GUM

all in equal proportional quantities.

Size of Sleepers: 8 ft. long by 9 in. wide
by 5 in. thick.

Price in Hongkong currency C.I.F.
Wongahs Railway Wharf, Canton.

Delivery to be completed at the end of
February, 1908. Tenders to be opened in
the Railway Co.'s Head Office, Canton,
Monday, the 14th October, 1907, at 2 P.M.

All Sleepers must be accompanied by a
Government Certificate.

All Tenders must be accompanied with
500 dollars.

The right to accept or reject any or all
of the Tenders is reserved.

The KWONGTUNG MERCANTILE
ADMINISTRATION OF THE
YUET HAN RAILWAY CO., LD.,
Canton, August 31, 1907.

LABUAN COAL.

THE LABUAN COALFIELDS COM-
PANY, LTD., are now prepared to
supply steamers at LABUAN, with Good
Fresh Quality LABUAN COAL, double
screened and straight from the Mines.
For further particulars, apply to
BRADLEY & CO.,
Agents.

Telegraphic Address:—
"LABOR," Labuan.
Hongkong, March 12, 1907.

CARMICHAEL AND OLARKE.

CONSULTING ENGINEERS AND
SHIPBUILDERS.

SURVEYORS AND CONTRACTORS,
REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG.
A. B. U. Code, 4th Edition.
A. 1 Code.
Elober Standard Code.
TELEPHONE 232.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 8.30 a.m. Every 10 minutes.

8.30 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 15 minutes.

1.15 p.m. to 2.15 p.m. Every 15 minutes.

2.15 p.m. to 3.30 p.m. Every 15 minutes.

3.30 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m.

Banks

YOKOHAMA SPECIE BANK.

ESTABLISHED 1880.
CAPITAL PAID-UP ... Yen 24,000,000
RESERVE FUND ... 15,050,000

BRANCHES AND AGENTS:
TOKYO. KORE. NAGASAKI.
HONGKONG. SHANGHAI. PEKING.
YOKOHAMA. MANCHOW. TIENTSIN.
PORT ARTHUR. DALY. AMOY.
LIVONIA. MUKDEN. TIE-LING.
CHANG-CHUN.

HEAD OFFICE—YOKOHAMA.
HONGKONG—Interest allowed.
On Current Account at the rate of 2%
per annum on the daily balance.
ON FIXED DEPOSITS—
For 12 months ... 5% per annum.
For 6 months ... 4% " "
For 3 months ... 3% " "

TAKEO TAKAMICHI
Manager.
Hongkong, April 8, 1907.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$10,000,000
RESERVE FUND ... \$10,000,000
HEAD OFFICE—AMSTERDAM.
HEAD AGENCY—HONGKONG.

COURT OF DIRECTORS:
G. H. MONTGOMERY, Esq., Chairman.
Hon. Mr. H. W. KENNEDY, Deputy
Chairman.
A. Fuchs, Esq. J. A. Raymond, Esq.
E. Goetz, Esq. E. Shellen, Esq.
A. H. Smith, Esq. H. W. Shiao, Esq.
O. R. LEMMERT, Esq. H. E. Tomkins, Esq.

MANAGER:
HONGKONG—J. R. M. SMITH.
SHANGHAI—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY
BANKING CO., LD.
HONGKONG—Interest ALLOWED.
On Current Account at the rate of 2%
per annum on the daily balance.
ON FIXED DEPOSITS—
For 12 months ... 5% per annum.
For 6 months ... 4% " "
For 3 months ... 3% " "

J. R. M. SMITH,
Chief Manager.
Hongkong, August 17, 1907.

HONGKONG SAVINGS BANK.

THE business of the above Bank is con-
ducted by the HONGKONG AND
SHANGHAI BANKING CORPORA-
TION. Rules may be obtained on ap-
plication.
INTEREST on deposits is allowed at
3% PER CENT. per annum. Depositors
may transfer at their option balances of
\$100 or more to the HONGKONG AND
SHANGHAI BANK, to be placed on
FIXED DEPOSIT at 4 PER CENT. per
annum.
For the Hongkong and Shanghai
Banking Corporation,
J. R. M. SMITH,
Chief Manager.
Hongkong, January 12, 1907.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... £1,500,000
PAID-UP CAPITAL ... £1,250,000
RESERVE FUND ... £250,000
LONDON JOINT STOCK BANK, LIMITED.
INTEREST allowed on Current Accounts
at the rate of 2% per annum on the Daily
Balance.
ON FIXED DEPOSITS—
For 12 months ... 4% per annum.
For 6 months ... 3% " "
For 3 months ... 2% " "

EVAN ORMISTON,
Manager.
Hongkong, May 1, 1907.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.
AD-UP CAPITAL ... £200,000
Shortly to be increased to
£1,200,000.
RESERVE FUND ... £1,075,000
Shortly to be increased to
£1,475,000.
RESERVE LIABILITY OF PRO-
FITERS ... £200,000
INTEREST allowed on Current Account
at the rate of 2% per annum on the Daily
Balance.
On Fixed Deposits for 12 months 4%
" " " " 3%
" " " " 2%
JOHN ARMSTRONG,
Manager.
Hongkong, May 16, 1907.

THE BANK OF TAIWAN LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL
CHARTER).
AUTHORISED CAPITAL ... Yen 5,000,000.
PAID-UP CAPITAL ... Yen 3,750,000.
RESERVE FUND ... Yen 625,000.
HEAD OFFICE—TAIPEH, FORMOSA.
BRANCHES AND AGENTS:
Amoy. Kobe. Nagasaki.
Anping. Osaka. Yokohama.
Fouchow. Shanghai.
Keelung. Swatow.

HONGKONG OFFICE.

3, DES VUE ROAD.
Interest allowed on Current Account.
Deposits received on terms which may be
seen on application.
D. TOHDOW,
Manager.
Hongkong, April 6, 1907.

Banks

THE NATIONAL BANK OF CHINA, LIMITED.

HEAD OFFICE—HONGKONG.

AUTHORISED CAPITAL ... \$200,000,000
PAID-UP CAPITAL ... \$242,718
CAPITAL RESERVE FUND ... \$12,755
RESERVE FUND ... \$300,000

LONDON BRANCH:
51, OLD BROAD STREET, E.O.
MANAGER—GEO. H. MUNRO.
LONDON BANKERS—
Part's Bank.
Commercial Bank of Scotland.
The Bank grants drafts and telegraphic
transfers and conducts every description of
Banking business.
INTEREST allowed on Current Account
at the rate of 2% per annum on the Daily
Balance.
On Fixed Deposits for 12 months 5 per cent.
" " " " 4 " "
" " " " 3 " "
O. G. MOXON,
Managing Director.
Hongkong, September 26, 1906.

NEDERLANDSCHE HANDELS-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY).
ESTABLISHED 1824.

PAID-UP ... FL. 45,000,000 (£3,750,000).
CAPITAL ... FL. 5,000,000 (£417,000).
RESERVE FUND ... FL. 11,750,000.
HEAD OFFICE—AMSTERDAM.
HEAD AGENCY—BATAVIA.

BRANCHES—Singapore, Penang,
Shanghai, Rangoon, Samangan, Sourabaya,
Cheribon, Nagai, Poonoonoon, Pasuruan,
Sibitjap, Padang, Medan (Deli), Palembang,
Kuala-Bedjar, (Acheen) Bandjerassin.
Correspondents at Macassar, Bombay,
Colombo, Madras, Pondicherry, Calcutta,
Bangkok, Saigon, Haiphong, Hanoi, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, etc., etc.
LONDON BANKERS—The Union of
London and Souths Bank, Limited.
The Bank buys and sells and receives for
collection Bills of Exchange, issues letters
of credit on its Branches and correspond-
ents in the East, on the Continent in Great
Britain, America, and Australia, and trans-
acts banking business of every description.

INTEREST ALLOWED
On Current Accounts 2% per annum on
daily balance.
Fixed Deposits 12 months 4% per annum.
Do. 6 months 4% " "
Do. 3 months 3% " "
J. L. VAN HOUTEN, Agent.
Hongkong, June 8, 1907.

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN
CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.
CAPITAL PAID-UP ... Gold \$3,250,000
about Mex. \$5,900,000.
RESERVE FUND ... Gold \$3,250,000
about Mex. \$5,900,000.
HEAD OFFICE—60 WALL STREET, NEW YORK.
LONDON OFFICE—THE PRUDENTIAL HOUSE,
E.O.

LONDON BANKERS:

BANK OF ENGLAND.
National Provincial Bank of England, Ltd.
The Capital and Counties Bank, Ltd.

BRANCHES & AGENTS ALL OVER THE WORLD.

THE Corporation Transacts every de-
scription of Banking and Exchange
business, receives money in Current Ac-
count at the rate of 2% per annum on daily
balances and accepts Fixed Deposits at the
following rates:—
For 12 months 4% per cent per annum.
For 6 " 4 per cent per annum.
For 3 " 3 per cent per annum.

No. 9, QUEEN'S ROAD CENTRAL.

W. M. ANDERSON,
Manager.
Hongkong, July 24, 1907.

RUSSO-CHINESE BANK.

ORGANISED UNDER IMPERIAL DECREE OF
10TH DECEMBER, 1896.
CAPITAL ... 15,000,000 Roubles.
CAPITAL contributed by CHINESE
GOVERNMENT ... 5,000,000 R. Tsels.
RESERVE FUND ... Roubles 9,240,000.
HEAD OFFICE—ST. PETERSBURG.
London Office 41, The Adelaide St., E.O.

BRANCHES AND AGENTS:

Andjion. Khokand. Peking.
Batoum. Kischia. Samarkand.
Balghowest. Kirin. San Francisco.
Chengk. Kobe. Shanghai.
Doudai. Kantsji. St. Petersburg.
Douchka. Krasnodar. Tashkent.
Kantchik. Kwantchens. Tientsin.
Calcutta. Liaoang. Tschongtchah.
Chafco. London. Tientsin.
Hankow. Margulan. Tientsin.
Hankow. Moscow. Tientsin.
Hankow. Munkden. Verchnou.
Hankow. Nowschwang. Veroy.
Irkutsk. Nicolaievsk. Vladivostok.
Kalgan. Oulashai. Yokohama.
Kashgar. Gurga. Zolokha.
Khabarovsk. Paris.

BANKERS:

LONDON—Glyn, Mills, Currie & Co.
PARIS—Comptoir National d'Escompte
de Paris. Banque de Paris et des
Pays Bas.
BERLIN—Mendelssohn & Co.
HAMBURG—M. M. Warburg & Co.
VIENNA—K. K. Exr. Oester. Credit
Anstalt für Handel & Gewerbe.
AMSTERDAM—Lippmann, Rosenblat
& Co.

Interest Allowed:

Current Accounts in Dollars 2% per cent.
per annum on credit balances of \$1,000
and over.
Fixed Deposits. Terms on application.
Local Bills discounted. Special facilities
for Russian exchange. Foreign exchange
on the principal cities of the world bought
and sold.
E. FREYVOGEL, Manager.
HONGKONG BRANCH:
PRINCE'S BUILDINGS.
Hongkong July 31, 1907.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instruc-
tions to sell by Public Auction,
for account of the concerned,
on

SATURDAY,

the 28th September, 1907, at 2.30 p.m., at
their Sales Rooms, No. 8, DES VUE
ROAD, Corner of Ice House Street,—
A QUANTITY OF
SUNDY GOLD AND SILVER
JEWELLERY,
Comprising:
DIAMOND, RUBY, EMERALD, SAPPHIRE
and other Gems, GOLD CHAINS and BRACE-
LETS, DIAMOND LOCKERS, GOLD EAR-RINGS,
GOLD UNIFORMS, SILVER SPOONS,
Forks, &c.;
Also
SUNDY HOUSEHOLD FURNITURE.
Catalogues will be issued.
On view on Friday.
Terms:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, September 26, 1907.

PUBLIC AUCTION.

THE Undersigned has received instruc-
tions to sell by Public Auction,
on

FRIDAY,

the 27th September, 1907, at 11 a.m., at
his Sales Rooms, DUNDRELL STREET,—
A QUANTITY OF
LADIES' SHOES,
(in good Condition).
A Consignment of TOILET CROCKERY, etc.
On view from Thursday, the 26th
Sept., 1907.
Terms:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, September 24, 1907.

PUBLIC AUCTION.

THE Undersigned has received instruc-
tions to sell by Public Auction,
on

MONDAY,

the 30th September, 1907, commencing at
2.45 p.m., at his Residence No. 9,
MOUNTAIN VIEW, THE PEAK,—
THE WHOLE OF HIS
VALUABLE HOUSEHOLD
FURNITURE,
(Full Particulars from Catalogue).
On view from Saturday, the 28th Sept.
Terms:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, September 23, 1907.

PUBLIC AUCTION.

Particulars and Conditions of the Letting
by Public Auction Sale, to be held on
MONDAY, the 30th day of September,
1907, at 3 p.m., at the Office of the
Public Works Department, by Order of
His Excellency the Governor of Two
Lots of CROWN LAND at Pokfulam,
in the Colony of Hongkong, for a term
of 70 years.

Lot No.	Locality.	Boundary Measure- ments.	Area in Sqr. Feet.	Area in Sqr. Yds.
1	Lot 101	As per plan.	420	101
2	Lot 102	As per plan.	840	202

PUBLIC AUCTION.

THE Undersigned has received instruc-
tions from the concerned to Sell by
Public Auction, at MURRAY PIER,
on

WEDNESDAY,

the 2nd October, at 5.30 p.m.,—
THE REGISTERED BRITISH CRUISING
YACHT
KUKUBURRA.
53 feet overall; 11 ft. 7 in. beam;
41.74 gross tonnage; copper bottomed.
COMMONWEALTH OWNED, LAVATORY and PAN-
TRY (with ice chest) Accommodates, and
Large Deck Space.
Sails and rigging in excellent condition;
two new stowage and stanchions, three
Anchors, Chain, and Manila Cable, Lamps,
Life Buoy, etc., etc.
Now ready with mast and sail.
Terms:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, September 24, 1907.

THE CHRISTIANITY WORKS

INTRODUCING INTO CHINA
Reprinted from the 'CHINA MAIL'.
To be had at the 'CHINA MAIL' Office,
8, Queen's Road Central.
Price ... 50 Cents.

THE BACK DOOR.

A SKETCH OF WHAT MIGHT
HAPPEN.
Reprinted from the 'CHINA MAIL'.
To be had at the 'CHINA MAIL' Office,
8, Queen's Road Central.
Price ... 50 Cents.

REMINISCENCES OF INTERPORT

ORIENT.
By J. A. L.
Reprinted from the 'CHINA MAIL' in
Pamphlet Form.
To be had at the 'CHINA MAIL' Office,
8, Queen's Road Central.
Price ... 50 Cents.

U.S. TORPEDO BOATS FOR THE PACIFIC.

WASHINGTON, D.C., Aug. 24.

The torpedo flotilla which Secretary Lusk
has announced would go to the Pacific coast
in December, at the same time that
Admiral Evans' battleship fleet sails is now
made up of eight destroyers, namely—the
Hull, Truxton, Whipple, Hopkins, Wor-
den, Stewart, Lawrence, and MacDonough.
The flotilla is commanded by Lieut.-Com-
mander Anderson, but he gives way in that
command on Oct. 1 to Lieut. H. L. Cone,
who commanded the Dale, which accom-
panied the destroyers on their voyage to
China four years ago.

A CHAMELEON SEA.

Strange Phenomenon at
Yokohama.

The 'Japan Gazette' states that the
colour of the sea water at Yokohama
and vicinity has changed to brown
since the end of last month and was
specially darkened on the 4th inst., when
eels and other fish were found
afloat in a dying condition off the
Bund, which attracted many amateur
fishermen. This phenomenon is be-
lieved by Japanese to be due to niga-
shio (bitter salt), from which fish suffer
frequently. The present nigaishio is said
to be the severest for the past ten years.
According to an official analysis, the
water contains some mixture of a light
yellow colour like oil. A similar report
comes from the coast of Choshi, Shimosu,
facing the Pacific. The Marine Products
Bureau in the Agricultural and Commercial
Department sent an expert to Choshi to
make investigations.

THE WILMINGTON'S BOILERS.

Action By the State.

WASHINGTON, Aug. 1.

In order to determine whether the boiler
tubes of the gunboat Wilmington, which ex-
ploded at Nanking, China, on Monday, were
the product of the Shelby Steel Tube Co.,
of Pittsburg, some of whose employees are
now being prosecuted by the United States
Government on the charge of supplying
defective tubes to the navy, the Navy
Department has called upon Rear-Admiral
Henry D. Dayton, commander-in-chief of
the Pacific fleet, to forward a detailed
report of the accident by cable.

This action was taken to-day at the
instance of the Department of Justice. A
telegram was received from the District
Attorney at Pittsburg requesting definite
information for the purpose of affording
possible evidence to be used in the second
trial of the accused employees of the com-
pany. They were indicted last Fall on the
charge of conspiracy against the United
States in supplying untested and alleged
defective material and having labeled the
tubes "o.k." with the official stamp, alleged
to have been purloined from the Govern-
ment inspectors' desk, hoping by this
means to build up a case on which the
District Attorney may act.

For Sale.

FOR SALE.

INLAND LOT No. 1706.

SITUATE at North Point, SHAUKI-
WAN ROAD, Hongkong, (next to
the Metropole Hotel).
The Property contains by admeasure-
ment 103,950 square feet. Crown Rent
\$233.60 per annum.
For further particulars, apply to
GOLDING & BARLOW,
Solicitors,
10, Queen's Road Central.
Hongkong, September 11, 1907.

FOR SALE.

'KELLET CREST, THE PEAK.

A FIVE-ROOMED BUNGALOW with Four Bath-
rooms, two Dining Rooms, tiled Kitchen,
excellent servants' quarters, chicken house,
garden, and tennis lawn, all in first class
condition. Tank floor throughout. The
house is sheltered from the North-East and
has an uninterrupted view to the South-
West, is cool, quiet and private.
Price \$25,000, of which part could remain
on mortgage at 7%.
Apply to W. J. SAUNDERS.
Hongkong, September 5, 1907.

FOR SALE.

BOUND VOLUMES

OF THE

'NEW WEEKLY'

ARE ON SALE AT THE
'China Mail' Office,
8, Queen's Road Central.

THE HONGKONG DOCKS.

A Record of the Founding
and Development of the
Hongkong and Whampoa
Docks Co., Limited.
Reprinted from the 'CHINA MAIL'.
Price ... Fifty Cents.
To be had at the 'China Mail' Office,
8, Queen's Road Central.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at.
Alacrity	despatch-ressel	1700	12	3000	Comdr. E. L. T. Leatham	Japan
Antrea	cruiser, 2nd class	4380	10	9000	Captain S. L. Vaughan Lee	Hongkong
Bedford	cruiser, 1st class	9700	—	—	—	Japan
Bramble	river gunboat	710	2	800	Lieut.-Comdr. Davidson	Wahaiwei
Britomart	river gunboat	710	2	800	Lieut.-Comdr. Bamford	Hongkong
Calcutta	river gunboat	1070	3	1400	Comdr. R. L. Majendel	Wahaiwei
Cherub	sloop	380	—	390	—	Hongkong
Clio	water tank and tug	1070	6	1400	—	Hongkong
Fama	torpedo boat destroyer	380	6	5700	Comdr. O. D. S. Rallos	Hongkong
Flores	cruiser, 2nd class	4800	10	7000	Lieut.-Comdr. Gresson	Hongkong
Handy	torpedo boat destroyer	275	6	4000	Capt. R. Nugent	Hongkong
Hart	torpedo boat destroyer	275	6	4000	Lieut.-Comdr. W. H. Darwell	Hongkong
James	cruiser, 1st class	9000	14	22,000	Lieut.-Com. Dickens	Hongkong
Kant	river gunboat	14,000	14	30,000	Capt. De Hovey	Japan
King Alfred	river gunboat	615	4	1200	Capt. J. C. Thurnby, R.N.	Japan
Kinsha	cruiser, 1st class	9800	—	—	Lt.-Comdr. Crabtree	Japan
Monmouth	river gunboat	180	2	800	Capt. A. J. Tuke	Japan
Moosha	river gunboat	350	6	8800	Lt.-Com. R. E. Vaughan	West River
Other	torpedo boat destroyer	85	2	240	Lt.-Comdr. J. Kiddle	Hongkong
Rohda	river gunboat	85	2	240	Lt.-Comdr. O. C. Walcott	West River
Sandilpur	river gunboat	85	2	240	Lt.-Com. Tickell	Yangtze
Snipe	torpedo boat destroyer	280	6	5500	Lt.-Comdr. Tennyson	Hongkong
Taka	receiving ship	4800	6	800	—	Hongkong
Tamar	river gunboat	180	2	800	Lt.-Comdr. West	Hongkong
Teal	river gunboat	710	2	800	Lt.-Comdr. Stevenson	Hongkong
Thistle	torpedo boat destroyer	355	6	4800	Comdr. R. W. Glennie	Hongkong
Virago	surveying ship	380	6	5900	Lieut.-Com. Cox	Hongkong
Whiting	torpedo boat destroyer	185	2	800	Lt.-Comdr. G. B. Spicer-Simson	Upper Yangtze
Widgeon	river gunboat	180	2	800	Lieut.-Com. Todd	Upper Yangtze
Woodcock	river gunboat	180	2	800	Lieut.-Com. Jno. F. Knox	Upper Yangtze
Woodlark	river gunboat	180	2	800	—	Upper Yangtze

* Flag of Vice-Admiral Sir W. Arthur Moore, Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	
Kaiser Franz Joseph	Austro-Hungarian cruiser	4309	25	9000	Capt. Wilhelm Facher	Yokohama
Achéron	French armoured cruiser	1786	10	1700	Lieut. Faure	Haiphong
Adour	French receiving-ship	3000	—	—	Lieut. Merle	Haiphong
Alger	French cruiser	128	—	600	Capt. Fourrier	Shanghai
Alouette	torpedo-boat	—	—	—	Commander Kerthuel	Cape St. James
Argus	French gunboat	128	—	600	Lieut. Andouard	Canton
Brink	French cruiser	—	—	150	Comdr. Rochas	Shanghai
Carondelet	French gunboat	845	10	1000	Lieut. E. Tron	Shanghai
Decade	French gunboat	11,242	—	—	Capt. Tron	Shanghai
D'Entrecasteaux	French cruiser	—	—	—	Lieut. Coquilley	Saloon
Eaton	French sub-marine	350	7	800	Lieut. Thury	Saloon
Flores	French gunboat	900	6	300	Lieut. Porter	Saloon
Jaquin	French gunboat	1250	6	2200	Lieut. Corleau	Saloon
Karsant	French sub-marine	307	6	800	Commander Simon	Saloon
Lynx	French	—	—	—	Lieut. Armbruster	Saloon
Osage	French destroyer	307	6	800	Lieut. du Chemin	Saloon
Osage	French gunboat	—	—	—	Capt. Grellier	Chungking
Osage	French gunboat	—	—	—	Lieut. Laviellere	Tientsin
Osage	French torpedo-boat	360	7	500	Lieut. de Radach Worth	Hongkong
Osage	French sub-marine	—	—	—	Lieut. Glorfaux	Saloon
Osage	French battleship	9437	8	6071	Reserve	Saloon
Osage	French gunboat	1798	10	1700	Capt. Dupire	Saloon
Osage	French gunboat	—	—	—	Capt. Ternquem	Yamaguchi
Osage	French destroyer	250	6	—	Lieut. Devarenne	Saloon
Osage	French battleship (reserve)	6150	23	4580	—	Hongkong
Osage	French gunboat	123	7	500	—	Canton
Osage	German flagship	10,690	38	14,000	- Captain Wilken	Hankow
Osage	German gunboat	900	10	1300	Comdr. Künzel	Hongkong
Osage	German gunboat	900	10	1300	Comdr. von Posadowsky-Wagner	Tientsin
Osage	German cruiser	3250	—	—	Cdr. von Rotkirch and Panthen	Tientsin
Osage	German gunboat	900	10	1344	Comdr. Böhlen	Hongkong
Osage	German cruiser	2600	—	—	Capt. Witschel	Amoy
Osage	German torpedo-boat	400	—	—	Lieut. Jakobi	Tientsin
Osage	German torpedo-boat	300	—	—	Lieut. Hass	Tientsin
Osage	German gunboat	900	10	1300	Comdr. von Koss	Hongkong
Osage	German river gunboat	223	5	1300	Capt. Lieut. Fortsch	Canton River
Osage	German river gunboat	223	5	600	Capt. Lieut. Toussaint	Tamsway River
Osage	German river gunboat	—	3	600	Lieut. Richers	Tamsway River
Osage	Italian cruiser	2145	—	—	Baron de Saint Pierre	Shanghai
Osage	Portuguese gunboat	720	—	—	Captain Pedrosa	Macao
Osage	U. S. gunboat	420	7	8000	Ensign A. R. Shoup	Philippines
Osage	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Woodward	Japan
Osage	U. S. torpedo-boat destroyer	600	10	208	Lieut. Irwin	Manila
Osage	U. S. cruiser	3100	15	4600	Ensign Guy Willock	Hongkong
Osage	U. S. torpedo-boat destroyer	420	7	8000	Commander Alex. Sharp	Hankow
Osage	U. S. cruiser	3213	19	7600	Lieut. E. P. Jessop	Manila
Osage	U. S. cruiser	13,500	—	—	Comdr. Quinby	Amoy
Osage	U. S. gunboat	420	7	8000	Capt. S. Stanton	Philippines
Osage	U. S. torpedo-boat destroyer	420	7	8000	Comdr. C. J. Bush	Manila
Osage	U. S. torpedo-boat destroyer	420	7	8000	Reserve	Manila
Osage	U. S. gunboat	880	10	6000	Reserve	Manila
Osage	U. S. cruiser	3100	25	6400	Lt. Comdr. J. T. Jayne	Hongkong
Osage	U. S. gunboat	1397	8	1800	Capt. Jas. Helm	Shanghai
Osage	U. S. battleship	13,500	—	—	Capt. T. C. McClellan	Shanghai
Osage	U. S. battleship	13,500	—	—	Capt. R. R. Ingersoll	Manila
Osage	U. S. cruiser	3990	6	3000	Ensign J. W. Hayward	Manila
Osage	U. S. gunboat	201	3	260	Ensign A. B. Reed	Cavite
Osage	U. S. gunboat	201	3	260	Ensign O. R. Train	Cavite
Osage	U. S. gunboat	201	3	260	Lieut. O. R. Train	Hongkong
Osage	U. S. gunboat	4000	14	—	Comdr. Rodges	Manila
Osage	U. S. cruiser	3213	18	7600	Capt. F. F. Fletcher	Manila
Osage	U. S. flag ship	13,500	—	—	Capt. Milton	Manila
Osage	U. S. gunboat	347	8	500	Lieut. F. L. Finney	Hankow
Osage	U. S. gunboat	1597	8	1894	Commander W. L. Rodgers	Manila

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MEMOS FOR TO-MORROW.

Auction.
11 a.m.—Auction of Ladies' Shoes, &c.,
at Mr. Geo. P. Lammer's Sales
Rooms.

Meetings.
5.30 p.m.—Meeting of Hongkong St. Andrew's Society in City Hall.
6.30 p.m.—Meeting of Otago Cricket Club, in Pavilion.

General Memoranda.

SATURDAY, September 28:—
Noon—Meeting of Douglas Steamship Co., Ltd., at Co.'s Office.
2.30 p.m.—Auction of Gold and Silver Jewellery, &c., at Messrs. Hughes & Hough's Sales Rooms.

SUNDAY, September 29:—
Transfer Books of The Dairy Farm Co., Ltd., close from this date to 14th Oct., inclusive.
Goods per Manila undelivered after this date subject to rent.

MONDAY, September 30:—
2.45 p.m.—Auction of Household Furniture, at Dr. Hunter's Residence, No. 9, Mountain View, the Peak.
3 p.m.—Auction of Crown Land at the Public Works Department's Office.
5.30 p.m.—Meeting of Hongkong Cricket Club at Club Pavilion.
6 p.m.—Meeting of Royal Hongkong Yacht Club at City Hall.

TUESDAY, October 1:—
11.15 p.m.—Meeting of Hongkong Hockey Club at H.K.O.C. Pavilion.
5.30 p.m.—Organ Recital in St. John's Cathedral.
Goods per Kaiti undelivered after this date subject to rent.
Goods per Indrapura not cleared at 5 p.m. on this date subject to rent.

WEDNESDAY, October 2:—
5.30 p.m.—Auction of Registered British Cruising Yacht Kuluwero, at Murray Pier.

THURSDAY, October 3:—
12.30 p.m.—Meeting of The Dairy Farm Co., Ltd., at Co.'s Town Office.

The China Mail.

HONGKONG, THURSDAY, SEPTEMBER 26, 1907.

CHINESE POSTS AND TELEGRAPHS.

The appointment of Lu Hai Huan to control the Imperial Chinese Posts in succession to Sir Robert Hart was fore-shadowed last year. In fact the first announcement of the Chinese Government's intention to take the administration of the department away from the Inspector-General of Customs was accompanied by the oft repeated rumour that the venerable official was about to resign. Whether Sir Robert thinks that the Chinese officials are capable of administering the department efficiently or not is uncertain but it is evident that the Chinese Government thinks they are. Whatever may be the case in the future it has to be admitted that Sir Robert Hart has succeeded in giving the Empire a very efficient service. The department is now thoroughly organised and although private posts are still in existence in some parts of the Empire the Imperial system is being extended gradually year by year and, if the same policy is continued, before long the private posts will disappear. The figures for the posts are not immediately available but we have before us some interesting figures in regard to the Imperial Telegraph Administration which will, presumably, also be taken over by Lu Hai Huan. Originally the telegraph system was in the hands of private individuals but some eight or nine years ago the Government took over all the property, increasing the capital, and allowing the private owners to retain their shares. By this expedient the Government practically gained an established business for nothing. That the enterprise was a profitable one is shown by the fact that the Government has largely extended the system and has simultaneously been able to pay good dividends, 10 per cent. being paid in 1906. While the plan of taking the original shareholders into partnership was a wise one from one point of view it can hardly be continued. The Government is obviously enabled to carry out the work of extension much more economically than could a private company and the original shareholders consequently profit to an unfair extent. As the working capital is only about \$2,500,000 it would be more profitable in the long run for the Government to buy out the shareholders and run the telegraph system as a Government department pure and simple. But everything depends upon the intention with which Lu Hai Huan enters upon his duties. If he is determined to tread in the footsteps of his predecessor there is no reason why the Posts and Telegraphs should not be an increasingly valuable source of revenue

to the Central Government. On the other hand if he is a believer in the policy of making all he can personally out of the department and finding lucrative positions for his friends all the good work done in the past will have been wasted. However we have no reason to suppose that Lu Hai Huan is either corrupt or inefficient. His official record as given in "Who's Who in the Far East" shows that he has certainly been regarded by the Throne as worthy of trust. He has been Minister to Germany, Commissioner of the Office of Revision, President of the Censorate, Minister of the Board of Foreign Affairs, and President of the Board of War besides holding minor positions. This shows that he is at all events an experienced official and it may perhaps be taken for granted that he will zealously endeavour to continue the work which he takes over from Sir Robert Hart. If he is animated by a desire to do his best it may possibly be rather a good thing than otherwise that the Inspector-General of Customs should be relieved of the administration of another department. There is nothing peculiarly in common between Customs and Posts and it may be that both departments will profit from receiving the undivided attention of the official who guides its destinies.

There appears to be a conflict of opinion regarding China tea in England. Quite recently we were told by optimists that a big boom was on. Now there are pessimists abroad. It is very seldom that the export of Canton tea to London is greater than that of the preceding year, but the figures for 1906 exceeded those of 1905 by 200,000 lb., according to the latest Consular Report, though the "Pail Mall Gazette" observes, unfortunately, this increase does not point to a revival of the trade. There are no indications of a larger consumption in the United Kingdom, rather the reverse. The quality in 1906 was better than that of many previous seasons, and the prices paid in London were the highest ever known, being further enhanced by the high rates of exchange. The teas met with a good reception in London but it is an insignificant trade, the paper remarks, the export having declined from 9,000,000 lb. in 1891 to 850,000 lb. in 1906. The only hope of improvement lies in a low exchange and low prices, and of the latter there is little prospect. Ump!

The new cruisers to be built in accordance with the recent announcement of the First Lord of the Admiralty will, it is said, mark a new departure in cruiser construction. It is proposed that they should be comparatively small vessels, but with great coal capacity, and capable of maintaining for a considerable period a speed of at least twenty-eight knots. Their primary duty will be to act as the eyes of a fleet, and supply news of the enemy's dispositions and movements to the battleship and armoured cruiser squadrons. Some doubt, however, is being expressed concerning the armament of these vessels, one school of thought urging that they should be only lightly armed, or just sufficiently to repel attack from hostile torpedo boats, while another school believe that they should be nearly as heavily armed as our armoured cruisers. It is possible, under these circumstances, that a compromise will be effected, and that the primary armament of these new cruisers will consist of a pair of six-inch guns, with usual complement of smaller quick-firing weapons. The construction of these cruisers is expected to be the most important work in next year's shipbuilding programme, and that at least two of them will be built in private yards.

The Rev. C. J. M. Luck, a member of the China Inland Mission, who for the past nine years has been stationed in the province of Ho-nan, speaking in Sydney recently, dealt at some length with the work being carried on in the remote districts. He said that inland China offered a great field for missionary enterprise. Out of a vast population of over 400 millions, the proportion of evangelised people was infinitesimally small. This was due to lack of instruction, and it was a standing disgrace to Christian people that such a condition of affairs should be allowed to exist. The Protestant Church had only been working there for the past 100 years, and the country had certainly proved worthy of their efforts. It was a noteworthy fact that

England had achieved comparatively nothing in the way of internal civilisation and advancement until she became evangelised, and one could readily believe what strides China would make when once she became evangelised and stepped out on to the road to progress. The Chinese as a people were a very friendly people, and the majority of the people were willing to listen to the teaching of the missionaries. The latter is rather a sweeping statement.

It has been reported that there has been a big official meeting among the high officials in Peking as to what shall be done in regard to the suppression of opium, and as to the course to be adopted. One asked "If the officials should, after this, continue to smoke opium, whose duty will it be to dismiss him?" The reply was that the Provincial Governors should undertake the duty. Then it was asked "If the Provincial Governors and high officials should smoke who will undertake to dismiss them?" It was replied that then the duty would devolve upon the princes of the royal blood. But further it was again asked "Suppose that princes of the royal blood should smoke, who will there be left to dismiss them?" To this no reply could be found. Thereupon the assembly dismissed itself. We are not able to say what amount of truth there may be in this report. But that such a meeting should have been reported indicates that there is a feeling of suspicion of the unreality on the part of the officials in regard to the anti-opium edicts and therefore the story has been concocted. If not, that there was such a discussion among the high officials seems to show that they are able to banter about the recent Imperial edicts, which in itself is not a very hopeful sign.

LOCAL AND COAST NEWS.

The Chinese Board of War has decided to establish a naval college at Chusan islands.

There were 368 Europeans and 144 Chinese visitors to the City Hall Library, and 155 Europeans and 1,053 Chinese visitors to the Museum during the week ended 22nd September.

The Chinese Board of Education and the Board of Rites have jointly memorialized the Throne asking the uniform to be used in schools and colleges in China which will be promulgated soon.

Hu Wei-toh, the Chinese Minister to St. Petersburg, has wired to the Waiwun asking the appointment of a Chinese delegate to the meeting of the society of oriental languages which will be held at Copenhagen, the capital of Denmark.

Mr. A. M. Rosa Pereira, Superintendent of the China Commercial S.S. Company, has called on us regarding the extract from a Mexican paper which alleges that his Company paid bribes to damage the opposition Company. This allegation is a scandalous one, says Mr. Pereira, and without foundation, and the reason why his Company's steamers land their passengers without the trouble that other companies have is that they have their own quarantine and disinfecting stations and they have an agreement with the Mexican Government.

SOCIAL AND PERSONAL.

Mrs. Harston and children were passengers from Wei-hai-wei by the Huichow.

M. Pokotiloff, not being able to return to Russia himself, has sent M. Kolesoff, Consul General and First Interpreter of the Legation, to Russia.

Passengers by the steamer Changsha from Australia speak highly of the voyage up, and are loud in their praise of the attention shown by the Captain and officers, and especially Chief Steward Tyso. The latter was the personification of courtesy and cheerfulness, we are told, and did much to enhance the comfort and pleasure of passengers.

DEATH OF CAPT. GRAINGER.

By the death of Captain Grainger the Steamboat Company lose a valued officer. Captain Grainger was popular, capable, and courageous, and so far as the latter quality is concerned demonstrated it to the full during the memorable typhoon of September last year. Captain Grainger was then First Officer with Captain Morrison on the Hongkong when she went aground, and he swam ashore with a line and was instrumental in saving many lives. For this he was awarded the King's medal by the Board of Trade, with an autograph letter from the King, and the medal of the Royal Humane Society. Captain Grainger was formerly with Messrs. Jardine, Matheson and Co., and was highly esteemed by all his friends. He contracted pneumonia on his last trip up the West River, and so severely he was attacked that he was unable to recover and, as stated yesterday, died at Wuchow.

BISHOP HOARE MEMORIAL.

The committee arranging for the erection of a memorial window in the Cathedral to the late Bishop Hoare have now received a design and it will be submitted for approval at the Colonial Church Council on Sept. 30. Those who desire to contribute are asked to forward amounts to the Hon. Treasurer of the fund at the H. K. and S. Bank.

TYPHOON WARNING.

The U. S. Consul-General has received a telegram from Manila Observatory as follows: "September 25, 4.30 p.m. Typhoon crossing north Guam."

CHINESE PRINCES.

Go Abroad for Education.

Prince Pu Chuang, Duke Tai Tao, and others, altogether eight princes and dukes, have been selected to be sent over to foreign countries to improve their education. The Peking Government has decided to pay ten thousand taels a year to each prince and to pay the rest less according to their rank and title during their stay abroad studying and if one be found not having learned in three years he will be duly fined.

THE CROWN AGENT.

Agitations Hitting the Mark.

(From Our Correspondent.)
LONDON, August 27.

Some of the papers are taking thought about the periodical criticisms of the Crown Colony Agents which appear from time to time in Colonies afflicted with them. The "Manchester Dispatch," this week comments on the dislike which the present system of employing Crown Colony Agents excites in the Straits Settlements, and expresses the opinion that the present plan of placing loans and transacting other colony business will in the near future have to be overhauled in response to colonial opinion which finds it as wasteful, inefficient and wholly unnecessary.

CHANG CHIH-TUNG'S MEMORIAL.

Peking, September 19.
Chang Chih-tung has memorialized the Throne seven items of his propositions, namely: (1) To raise an educational fund in order to establish universal education, (2) To reorganise the navy and the army in order to place them on a proper standing, (3) To avoid outward reform but to carry on practical reforms by employing competent officials, (4) To despatch Imperial princes abroad to improve their education, (5) To establish large arsenals for the manufacture of rifles, guns, and ships, (6) To extend the operations of mining enterprises and railways of various provinces by the Chinese themselves, and (7) To fix a date to effect constitutional government and to promulgate a national policy.—"Shanghai Mercury."

IMPEACHED.

Charges Against a Commander-in-Chief.

Li Chun, Kwangtung's Commander-in-Chief, has been before the civil authorities, and before the Imperial Government, a great deal lately because of the troubles in the Two Kwang Provinces. In China, however, it is a dangerous position to hold, and Li Chun has apparently found this to be so.

It is not yet known who has been bold enough to impeach the victorious warrior, but it has been done. He has been charged with being avaricious, cruel, and generally to be without any essentially good qualities. The same impeachment also includes his colonel, Wong Shau-ching.

There is a good deal of speculation as to who has been bold enough to take the bull by the horns and fearlessly send in an account of what is assumed to be the condition of affairs.

What is known is that the new Viceroy, Cheung Yan-tsun, has been ordered by the Emperor to carefully look into the matter, in regard to both these persons, and to discover whether the charges are true or only the outcome of private spleen.

If they are found to be well-grounded, then the rigorous application of Chinese law is to be brought to bear upon General Li, and he will have to suffer the reward of his misdeeds. One of the charges seems to be hardly substantiated. He is also charged with being without abilities, and with being a coward. He is said not to know how to do his work, and handle his troops.

It now remains to be seen what will happen. It is quite likely that, in any case, Li Chun will not emerge from this conflict without losing some of his gains, and probably some of his character.

A SHILLING SAVED REPRESENTS TEN EARNED.

THE average man does not save to exceed ten per cent. of his earnings. He must spend nine shillings in living expenses for every one saved. Sometimes a few pence properly invested, like buying seeds for his garden, will save several times the amount later on. It is the same in buying Chamberlain's Colic, Cholera, and Diarrhoea Remedy. It costs but little and a bottle of it in the house often saves a large doctor's bill. For sale by all chemists and storekeepers.

THE TRUNK TRAGEDY.

A Fresh Witness.

Mr. Fell, a civilian who assisted in the capture of Adetta at Cheloo, is on his way from Manila to give evidence at the forthcoming trial. This man gave evidence in Manila as to the finding of certain jewellery upon Adetta, which has since been identified as being the property of Gertrude Dayton, the deceased woman.

THE CHARTERED BANK.

Interim Dividend.

The Chartered Bank of India, Australia, and China has received a telegram from its London office announcing that an interim dividend of 15 per cent. p.a. for the half-year ended June 30, 1907, has been declared. The dividend is free of income tax.

A DEFECTIVE BOILER.

Trouble on a Launch.

But for the promptitude of Engineer Apprentice D. O. Watling this morning a serious accident might have occurred on the Chinese steam launch Chuen On. The man-hole joint on the boiler blew out and the steam was rushing out very rapidly, the crew of the launch standing by doing nothing to remedy the damage. Mr. Watling went on board and finding but half an inch of water showing on the gauge assisted the engine-driver to draw the fire, and set the feed pumps going full speed. The safety valve easing gear was out of order, and useless. Mr. Watling stayed on board the launch until the steam died away. This looks like a case for a boiler inspector!

THE LOST SULLBERG.

Reported Discovery.

Thirteen days ago the German steamer Sullberg disappeared during the typhoon and a search among the adjacent islands failed to reveal any trace of her though it was presumed she had foundered near the Ladrone. Yesterday, however, a report was received from a number of fishermen that two masts were showing above water at a place called the Fies, not far distant from St. John's Island. As it seems very probable that this may be the wreck of the Sullberg, the German gunboat Tiger left during the morning to conduct investigations. Her return is awaited anxiously, as it may definitely reveal the fate of the Europeans and Chinese on board at the time of the disaster.

CIVIL SERVICE CO-OPERATIVE SOCIETY.

The Civil Service Co-operative Society held their annual meeting yesterday afternoon when there were present Dr. Francis Clark (President), Captain T. Anderson, R.A., Messrs W. H. Kelly, J. B. Barrington, A. Lambie and Young Hee (Directors), A. J. Watson (Treasurer), and W. J. Lewington (Secretary). In moving the adoption of the report Dr. Clark said that trade was increasing and since last meeting two more stores had been acquired. He paid a high tribute to the Secretary, who had considerable knowledge of Co-operative Society methods. The balance sheet showed a profit which the Directors recommended to be disposed of by paying a 10 per cent. interest on all fully paid up shares, and carrying the remainder to the share redemption fund, so that in the event of shareholders leaving the Colony their shares could be bought in at once.

The following were elected Directors: Messrs G. Burnett, (G. P. O.), G. Avenel (H. K. Volunteers), and G. J. B. Sayer.

MISSIONARIES AND THEIR CONGREGATIONS.

Apparently there has been some trouble in the Yeung Kong Hsien in regard to the protection of native chapels. At any rate according to a report before us, the Magistrate Xuen Ho-kuang has been writing to the Acting Viceroy for information and instruction as to his future course.

The Viceroy has replied that strict attention is to be given to the protection of the buildings. This is the duty of the magistrate. On the other hand, missionaries are not in any way to meddle with the affairs of the native Christians, but these affairs are to be attended to by the magistrates, and they are to deal justly with the Christians, as with non-Christians. Apparently, from the native report the French Consul has been writing about some matter, and the Viceroy's answer is to the effect that no interference is to be allowed by anyone.

On the other hand the Viceroy has ordered his subordinates to get the names and nationality of all the missionaries in the district, when they came to work in China, and the names of the chapels under the jurisdiction of each.

The answer is a strengthening of the back of the native officials and if the District Magistrate will act as they have been ordered by the Viceroy, everybody, missionaries included, will be extremely thankful, and mutual peace and appreciation between Christians and non-Christians will be the result.

CHAMBERLAIN'S COUGH REMEDY.

THIS is a medicine of great worth and merit. Try it when you have a cough or cold and you are certain to be pleased with the quick relief which it affords. It is pleasant to take and can always be depended upon. For sale by all chemists and storekeepers.

BY TELEGRAPH.

LOOKING ON!

German Interests in Morocco.

(Exclusive Service, supplied by Reuters, via Bombay.)

London, September 25.

German semi-official writers point out that Germany has neither renounced her interests in North Africa in favour of France nor has she adopted an active policy of intervention and annexation, but would continue in the happy mean between the two extremes.

The articles merely expressed Germany's readiness to tolerate any provisional Franco-Spanish police arrangements in Morocco but did not authorize France to carry out the scheme.

[REUTERS' SERVICE.]

MOROCCO.

London, September 24.

Philibert reports from Casablanca that three of the tribes have signed their submission, given hostages, agreed to surrender their arms and the assailants of Europeans on the 1st August, and to pay an indemnity.

RUSSIA.

London, September 24.

The first stage of the elections for the new Duma is marked by unprecedented obstructions and apathy.

MARCONI GRAPHIC TRANS-ATLANTIC SERVICE.

London, September 24.

Signor Marconi has arrived at Glace Bay, Nova Scotia, and announces that all obstacles have been finally overcome for a transatlantic Marconi service which will be opened in three weeks.

ALLEGED FORGERY.

Was It The Wrong Chop?

In the Supreme Court this morning before His Honour Mr. A. G. Wise (Judge) the Lam Wing case was on for \$800.84, being principal and interest due on a promissory note.

Mr R. Harding appeared for the plaintiff and Mr R. A. Harding for the defendant.

From the story for the prosecution a man named Hau Kue lent the Po Sang bank \$800 on Aug. 24, or deposited that amount with him, in return receiving a promissory note. Seven days later Hau Kue said he had received a letter informing him of the illness of his wife and he then went to Lam Wing to get a loan of a couple of hundred dollars. Lam Wing asked him if he had money in the Po Sang bank when he did not draw it out, to which Hau Kue replied that the bank had no money available. Lam Wing and Hau Kue went round to the bank premises and both were told it was too late to do any business then, and asked to come in the morning. Thereupon Lam Wing alleged that he lent Hau Kue \$500, taking in return the promissory note. Hau Kue went away and the bank refused to honour the promissory note, with the result that the action was brought.

Mr R. A. Harding gave notice of special defence, alleging there was no consideration for the note and also that the note was a forgery.

The note was put in and after evidence as to its being received from Hau Kue, several discrepancies were pointed out. Mr Li Hong Mei was called and after detailing all the differences he gave it as his opinion that the chop used was not the same as that used on the other documents produced by defendants.

The Judge adjourned the further hearing to give Mr R. Harding a chance to find Hau Kue, without whose evidence plaintiff could not succeed.

WEATHER REPORT.

The following notice is issued by Mr Figg of the Hongkong Observatory:—

On the 26th at 11.45 a.m.—The barometer has fallen moderately to slightly over Japan, Formosa and S. China. It is inclined to rise over the S. Philippines and Central China.

The shallow areas of low pressure appears to be still lying in the neighbourhood of N. Luzon, and observations from the Bonins indicate the existence of a depression to the Southwest of these islands.

Pressure is highest over the Pacific to the N.E. of Japan, and over China to the North of the Upper Yangtze.

Fresh N. and N.E. winds are expected to prevail in the Formosa Channel and along the Northern shores of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day 0.12 inches.

Forecast for the 24 hours ending at noon to-morrow.

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OUR BEACON LIGHT.

Gap Rock in a Typhoon.

How many of us who have passed the Gap Rock lighthouse have given a thought to the men whose lives are spent in lonely vigil, keeping guard over the one beacon which sends forth its silent message of welcome to the mariner coming from the south to seek the shelter of the harbour, and warn him of the perils which he has to avoid? Yet there are times when these men are in deadly peril—when the waves break over the very light-house itself, and batter in the strong protecting glass that surrounds the light—and this month those attendants were confronted with such an experience.

To look at the lighthouse on a bright summer's day, with the waves gently rolling upon the water-worn rocks and curling lazily around the island, one could hardly realise that in times of storm the rugged billows hurl themselves one hundred and fifty feet high and burst in demoniacal fury upon the very tower itself.

But the rock tells an eloquent story. Its battered and scarred face, with huge crevices running in divers directions, is testimony to the force with which the blue ocean water is hurled upon it. It looks by no means secure, but rather gives the impression that any day a huge slice of solid rock will go tumbling down, bringing with it the lighthouse.

The rock takes its name from its formation. Two peaks, one ninety-seven feet above sea level and the other slightly less, rise sharply up, with a well defined gap between, but this gap has been bridged over by solid masonry, across which it is necessary to walk to gain the light-house.

It is but fifteen years since the lighthouse was opened, for it was on April 1, 1892, one week after telegraphic communication was opened between the rock and Hongkong, that the first gleam of light shot over the sea and went searching through the enveloping darkness; but since that time, with one or two exceptions, the rays have nightly shown welcome to the mariner.

The rock is of the island British possession amidst a cluster of islands, several of which are more suitable for lighthouses than Gap Rock. However, it seems that the British were unable to get any other island from China at the time and on the principle that "half a loaf is better than no bread" Gap Rock was chosen. Either Jubilee Island or the larger one of the Ladronez would have been far more suitable, particularly the latter, for three times as many vessels pass closer to the Ladronez than to Gap Rock. Again, the light-house is not high enough and is far too much exposed to the waves, as was evidenced on the night of September 13, when for a space of time it seemed to those inside that the tower would topple down under the tremendous seas which were pounding upon it. At that time there were two Europeans in the light-house (Mr J. W. Beattie and Mr McGraw). How they fared is best told in their own words:

"During the afternoon of the 13th, said Mr Beattie to our representative yesterday, "the barometer had steadily fallen and indications were not wanting that a severe blow was coming, so that all precautions were taken as early as possible. The typhoon bars were brought out and all doors and windows securely fastened, whilst the Chinese, who sleep in their own quarters on the lower peak, across the causeway, were brought into the light-house for safety, the dwellings being now likely to go to the lighthouse itself. From two on Friday afternoon to ten at night the barometer had fallen from 29.60 to 29.25, and two hours later the typhoon burst upon us. The seas crashed against the rock with a deafening roar and clouds of spray were thrown right over the lighthouse, falling with the noise of a thunderclap. Sui Mui was in the light tower, attending to the lamp, and he was told to keep under cover, while Mr McGraw and myself did all we could to keep everything secure."

"But what could we do? We could not hear ourselves speak, and inside the lighthouse was almost stifling, as everything had been made air-tight. For three hours the lighthouse stood the typhoon well, the barometer reading at three o'clock being 28.78, the lowest we experienced. In the midst of the roaring of the elements, however, at last came the crash. The heavy panes of glass which protect the lantern from the wind and sea had given way and the water broke into the lighthouse. The burner was knocked down and the light extinguished. Water came pouring down the circular stairs in a stream and we forced our way up to see what could be done. The light attendant was still in the tower, but fortunately he had not been struck by any of the falling glass and we succeeded, after a great deal of trouble, in getting him downstairs. The force of the waves and wind was so great that we had the utmost difficulty in gaining access to the room and it was impossible to see what had happened there. To re-light the lamp was out of the question. The next five hours were passed with the entire lighthouse in a semi-flooded state. In the living rooms the water at one time was a foot deep, but it soon ran down the stairs. Everything was drenched and the walls looked as though they had just been washed."

"At eight o'clock we succeeded in getting into the tower again and saw the extent of the damage. Eight of the heavy glazed panes of glass had gone and three of the centre panes of the lens were smashed, while many of the segments of the prism were chipped or broken. The clock-work, which controls the movement of the light, had stopped; it

was full of minute pieces of glass and salt water. We were thus without a light and the tower was still open to the wind and rain, but no damage was done. (The masting we took up from the dining room floor). This rendered the tower air-tight, but we could not get the light working order until Sunday, when just about sunset we succeeded. As we had no light on Saturday night orders were given to stand by with the fog-gun and blue lights in case of an emergency and it was well that we did so, for during the night a large steamer—apparently a passenger vessel—was sighted and she seemed to be heading directly for the rock. Fortunately our warning gun and the blue lights attracted her attention and she altered her course and went safely by. Though it was an exciting time we got through without any injuries, the damage sustained by the lantern being the worst."

The barometer readings hourly from 3 p.m. on the 13th to 7 a.m. on the 14th were:—29.55; 29.62; 29.49; 29.46; 29.45; 29.39; 29.30; 29.26; 29.14; 28.96; 28.81; 28.79; 28.78 (lowest); 28.91; 29.23; 29.40; and 29.45.

That was the story as told to our representative who went down on the Stanley, arriving at the rock shortly before noon. With the usually heavy sea which swells in from the China Sea landing at the rock is a most difficult matter, and the visitor has to be swung ashore by a long derrick. In this way all provisions and materials required are landed, and at times the difficulties are very great. Yesterday, however, the weather was most propitious, for, beyond a gentle swell, the water was extremely calm. Fortunately this was so, for several heavy sections of a new derrick had to be landed. These were all put ashore expeditiously and were carried to another portion of the rock where a second derrick stands. The arm of this derrick was carried away by the typhoon, notwithstanding the fact that it had been unshipped and placed in its bed—a channel cut in the rock about a foot deep—and clamped over with iron bands. How the arm was lifted out is a mystery.

On landing Mr C. Nichols, who is in charge of the light-house, conducted our representative through the building.

"This is the oil room," he said, on reaching a small compartment, around which oil drums were piled. In 1893 these tanks containing 112 gallons of paraffin oil were washed down by the water breaking in through that window, (a small aperture of about three or four square feet in extent) and the oil was lost.

Winding up the circular steps, past the living rooms, we got to the tower and examined the glass lantern. The light is one of roughly 20,000 candle power and the thickness of the outside glass is three-eighths of an inch, or a trifle more, but quite thick enough to give a very good idea of the strength of the wind and waves. It requires strong evidence to convince one that the sea came up so high and with such force. The focal plane is over 140 feet above sea level and the rock rises almost straight from the water. But here all the evidence necessary was to be had. The chipped prism, the broken panes of glass, the damaged burner and the broken centre panes of the light were sufficient to convince even the most sceptically inclined. The burner is surrounded by the lens, which contains eight electro-pans, eight more on top and seven on the bottom, one being here omitted to allow of ready access to the light, in case of accidents. Beneath the burner is an oil reservoir, and this was damaged by the glass. Two centre panes were smashed and one from the bottom, whilst almost every segment prism is more or less chipped. Two new centre panes have already been replaced, while the third, by an ingenious arrangement, has been temporarily fixed and the light is now in full working order, though the replacement of the damaged prism will undoubtedly improve it. This cannot be done, however, until further loss are received from Home.

The glass panes surrounding the lens number 45, of which eight were smashed entirely, all having been since replaced. These panes offer a great surface to the elements as they are flat, while if cylindrical shaped, as is found in many other lighthouses, they offer much less surface and stand the onslaught better.

While inspecting the light-house the new system of fog-signalling was explained. In place of the old guns, two of which are mounted in a miniature fort, an electrical device has been installed for the discharging of gun cotton at intervals of ten minutes. The gun cotton is bored and a detonator inserted, so that it is placed in a bar which is connected by electric wires to a small battery. The bar hangs down over the light, but before the connecting plug can be inserted to fire off the gun-cotton the arm must be pulled up above the tower. It is impossible to place the plug in connection with the battery until the arm is drawn up, as the length of wire is not sufficient, and this prevents the firing-taking place while the gun-cotton is in the vicinity of the glass panes.

Another interesting apparatus is a range-finding glass, the invention, we believe, of the Hon. Captain Basil H. Taylor, Harbour Master, by means of which the distance of passing steamers can be accurately gauged. The officials find this glass of great service and apparently it is used often.

The lighthouse has suffered from typhoons on many occasions, the worst being in 1893, when the iron railings round the tower were washed away. That was on October 2, 1893 and other severe storms were experienced in November and December, 1895, July and October, 1896; August, 1898; September and November, 1899; August, 1900; and September 20, 1906.

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SPORTING.

Regimental Aquatics.

The regimental aquatic sports were concluded yesterday. The results were:—Life-saving display: Lance-Corpl. West 1, Private Linshan 2, Private Reid 3, Lance-Corpl. Clarke 4, Bandman Rolfe 5, Private Crocker 6, Mr F. Lamont judged the competition.

Fifty yards race: Bandman Rolfe 1, Bandman Romant 2, Lance-Corpl. Clarke 3, Lance-Corpl. West 4, Private Reid 5, Bandman Goode 6. Won by about two yards. Time, 38.1-seconds.

220 Yards Race:—Private Clarke 1, Bandman Goode 2, Lance-Corpl. Perkins 3, Private Crocker 4, Lance-Corpl. West 5, Private Riddell 6.

CONSOLATION RACE:—50 Yards: Lance-Corpl. Reid and Private Worley dead heat; Lance-Corpl. Heather 3; Private Hall and Crocker dead heat; Lance-Corpl. Duncan 6. Time, 46.2-seconds.

The open "100" was won by Gunner J. Carter. Gunner F. H. S. Ward was second and Sapper Morrish third.

The water polo game resulted in a win for G. Company by four goals to one.

Kowloon Cricket Club.

ANNUAL MEETING.

The annual meeting of the Kowloon Cricket Club was held yesterday. Mr T. Skinner, President, was in the chair, and there was a fair attendance of members.

The Chairman submitted the annual report as follows: Gentlemen, The Committee have pleasure in submitting their report on the working of the Club and the accounts for the year ending 31st August, 1907. The profit and loss account shows \$298.72 to our credit. \$298.85 has been written off sundry debtors, and \$133.00 has been expended on a fence fronting Austin Road and installing electric light in the matched. The Club, we are pleased to say, were again successful in the Hongkong Cricket League competition, obtaining 36 out of a possible 42 points. The only score of over 100 was made by Mr W. E. Dixon, scoring 130 not out. Mr W. E. Dixon heads the batting average with 48.7 and Mr W. G. Martin the bowling average with 6.2 runs per wicket. In 2nd XI matches Mr L. Bousfield heads the batting average with 37. Prizes were awarded to Messrs Skinner, Swan, Goldsmith, J. Logan and T. Cheo. The annual lawn tennis tournament was played in May, June, July and August, being much interfered with by wet weather. Messrs Duncan and Lapsley were the winners of the Double Championship Handicap. Mr Duncan won the Single Championship and Mr Lapsley the Single Handicap. Messrs Clelland and Kilmack were the runners-up in the singles, and Messrs Kilmack and Fowler, Ritchie and MacKenzie in the doubles. The Committee have to thank the following gentlemen for donating prizes: Messrs Ritchie, Libbey, Schuler, A. G. Jones, G. H. May and T. Cheo. During the year 23 new members joined the Club. The total number of members is now 126.

Ground.—While realising that the state of the ground is not quite what it might be the Committee decided that the Club funds at their disposal would not permit the necessary outlay.

Pavilion.—The Committee have been unable to make any progress in this matter owing to a lack of interest on the part of the members and we trust that great advances will be made and that the members will give the Committee their financial support during the coming season.

Children's Sports.—The second annual sports proved a great success and the Committee take the opportunity of conveying their thanks to members and their numerous friends, who readily subscribed to the funds raised to enable the Club to hold these sports.

It is with the deepest regret that your Committee have to record the death of their Chairman, Mr C. F. Focken. Since the death of Mr Focken, Mr T. Skinner has acted as Chairman.

The thanks of the Club are due to Messrs Mead and Beuzeville for auditing the accounts.

On the motion of Mr Clelland, seconded by Mr Curwen, the report and accounts were passed.

The election of officers-beat their took place as follows:—Chairman, Mr. H. T. Richmond, Secretary, Mr. Tang Cheo, Treasurer, Mr. F. P. Sherriff, Captain, Mr. J. H. Mead; Committee, Messrs C. Libbey and D. J. MacKenzie, G. Duncan, W. Stewart, W. Dixon, J. Clelland, H. G. Goldsmith and W. Logan. It was also decided on an unanimous vote to request His Excellency Sir Frederick Lugard, G.C.M.G., to be Patron of the Club and Mr H. N. Mody to become President.

It was also resolved that the payment of \$100 would entitle any person to life membership—such life members to be limited to 50—and the money to be used towards the construction of a pavilion.

Craigengower Cricket Club.

The report of the Craigengower Cricket Club for the season 1906-07 says that in the League Competition the Club again took second place. Of the 14 matches played, 9 were won, 3 lost and 2 drawn, points 20, as against 7 won, 4 lost and 3 drawn, points 24, of the previous season. In all the first eleven matches, Mr E. Irving headed the list of batting averages with 37.66 in 18 innings (highest score, 79 not out), while Mr J. D. Kinnaird had the best average in league matches, 33.88 in 9 matches. In bowling Mr R. F. Fostonji was first with an average of 6.98.

The Lawn Tennis tournament held in the summer resulted as follows:—Singles (Gentlemen) Mr S. E. Green, first; Mr R. Bass, second.

Singles (Handicap) Mr S. E. Green, first; Mr R. Bass, second.

Doubles (Handicap) Messrs F. Bass and L. Vincemont, first; Messrs F. and R. Rapp, second.

There are 62 members enrolled. The total receipts amounted to \$1,919.70 and expenditure \$1,468.82, leaving a balance in hand of \$1,450.88.

MR. F. M. Hamilton, postmaster at also Charleyville, Indiana, U.S.A., keeps a stock of general merchandise and patent medicines. He says "Chamberlain's Colic, Cholera and Diarrhoea Remedy is standard here in its line. It never fails to give satisfaction and we could hardly afford to be without it." For sale by all chemists and druggists.

AMOY NOTES.

(From Our Correspondent)

Amoy, September 21.

CRICKET.

A practice game between the A to M XI and N to Z XI was played this afternoon, but owing to the slowness of players in turning up, a start was not made until 5 o'clock. As it is impossible to go on after six, it left just an hour for play, which was all too short. Messrs Barton and Milward opened up the batting for the N to Z XI, facing the bowling of Howard and Joesland. Over thirty had been knocked out before Milward was bowled by Joesland. O'Shane made 13, and was then well caught, by Manners Scott, soon left, and then the side declared, having made 61 for the loss of 3 wickets. Barton being not out with 38 runs to his credit. Only twenty minutes remained for play, when Rev. Lloyd and Dr. Churchill commenced the innings for the A to M XI. Churchill was disposed of after he had made four. Howard and Rev. Lloyd then stayed together for ten minutes, but scoring was very slow, and only 15 had been compiled when Scott howled Lloyd. Stumps were now drawn as the light was getting bad, and the game thus ended rather tamely in a draw.

VISITOR.

Rev. L. Lloyd of Fouchow, is here on a visit.

WEATHER.

The monsoon seems to have broken, and we are having somewhat cooler nights. Rain is very badly needed and if we do not get some soon, the chance may pass. Amoy has been remarkably free from typhoons this year. There has not even been a scare. As I am writing, a thunderstorm is raging somewhat violently, but it still refuses to rain.

FOKKER'S RAILWAY CO.

The Norwegian ship Oscar II arrived here a few days back with a full cargo of Japanese sleepers for the railway. Work is progressing slowly, but as the Chinese never seem to do anything quickly, the fact calls for no comment.

MORRISON MEMORIAL FUND.

The following subscriptions have been received by the Treasurer of the Canton Committee:

Rev. W. W. Clayton	\$50.00
Rev. R. E. Chambers	100.00
Miss L. F. Whidden	10.00
Rev. G. H. Mead	25.00
Rev. W. W. Clayton	50.00
Rev. J. J. Baggot	25.00
Rev. C. A. Nelson	25.00
Rev. P. J. Todd	20.00
Miss E. M. Burlingame	25.00
Rev. Andrew H. Woods	25.00
Rev. A. J. Robb	25.00
Dr. J. M. Wright	10.00
Dr. R. T. Bryan	10.00
Miss H. F. North	5.00
Rev. H. O. T. Burwell	25.00
Dr. R. H. Graves	50.00
Rev. A. A. Fulton	100.00
Mrs. A. A. Fulton	25.00
Rev. C. E. Spore	25.00
L. C. Beals, Wuhu	40.00
Rev. W. W. Clayton (2nd)	50.00
Koh Nga Put, Amoy	3.00
S. G. Withshire	4.00
Rob. Bonchug	2.00
Dr. J. E. Williams and wife	5.00
Miss E. A. Churchill	25.00
Miss E. Butler	100.00
Mr. A. W. Lysaght	5.00
Dr. W. A. Hennegray	1.00
Miss E. G. Patterson	50.00
Miss N. Clark	50.00
Mr. J. N. Anderson	15.00
Mrs. A. M. Jones	40.00
Miss Sue Lee	5.00
Mr. M. L. Brown	5.00
Treas. M. M. Fund,	
Y. M. C. A. Hongkong,	
Mr. J. L. McPherson,	100.00
Rev. C. D. Gossins	10.00
C. E. Patton	35.23
Rev. C. T. Bonwell	47.77
Sir John Jordan, Peking	10.00
Bishop Scott	50.00
Mr. Lai Yung	25.00
Rev. G. H. McNair (2nd)	25.00
Wm. Mawson	25.00
Mr. G. K. Kerr	50.00
Miss H. Yarrow	100.00
Mr. Kwai Lai Shuang	100.00
Hon. Leo Bergholz	20.00
Mrs. In (for R. E. C.)	5.00
Tou Kun (for R. E. C.)	5.00
Mr. Ip Tsai Mi	100.00
Dr. Lan Tsai Wai	20.00
Dr. N. T. Drake	20.00
Miss Faith Nelson	5.00
Mr. Leonard Wigham	2.00
Rev. T. W. Louschner	10.00
Hoh Tun Lau	5.00
A. S. Harvey	10.00
Dr. Mable	47.74
Coast Police Esq.	9.43
Miss Fallowood	25.00
Dr. H. W. Boyd	40.00
M. C. Macher, M.D.	20.00
Subs. Book No. 271	10.00
Rev. C. E. Spore (2nd)	5.00
F. R. H. S. Selden	50.12
Dr. G. C. Selden	1.00
Mr. Wu Pui Chai	124.04
H. E. Victory Chou-Fu	20.00
Hon. W. Ting-Fang	10.00
Rev. W. A. P. Martin	10.00
Rev. John W. Lyall	10.00
Rev. F. Hoary Holman	10.00
Rev. F. A. Smith	10.00
Miss Strickney	2.00
Mrs. Lowder	30.00
Cash	47.50
Mr. Chas. F. Haston	25.00
Rev. A. Foster	20.00
Rev. T. C. Britton	13.44
Rev. Hunter Corbett	100.80
H. B. Morse	20.00
Rev. A. H. Smith	20.00
Cash	50.00
Miss M. A. Holmes	50.00
Dr. J. M. Swan	3.70
A. G. Wilson	20.00
Miss Sara Schryver	20.00
Mrs. Sue Lee (2nd)	20.00
Rev. R. E. Chan (sub.)	21.15
H. G. T. G. (Chinese sub.)	39.77
H. O. T. Burwell (3)	

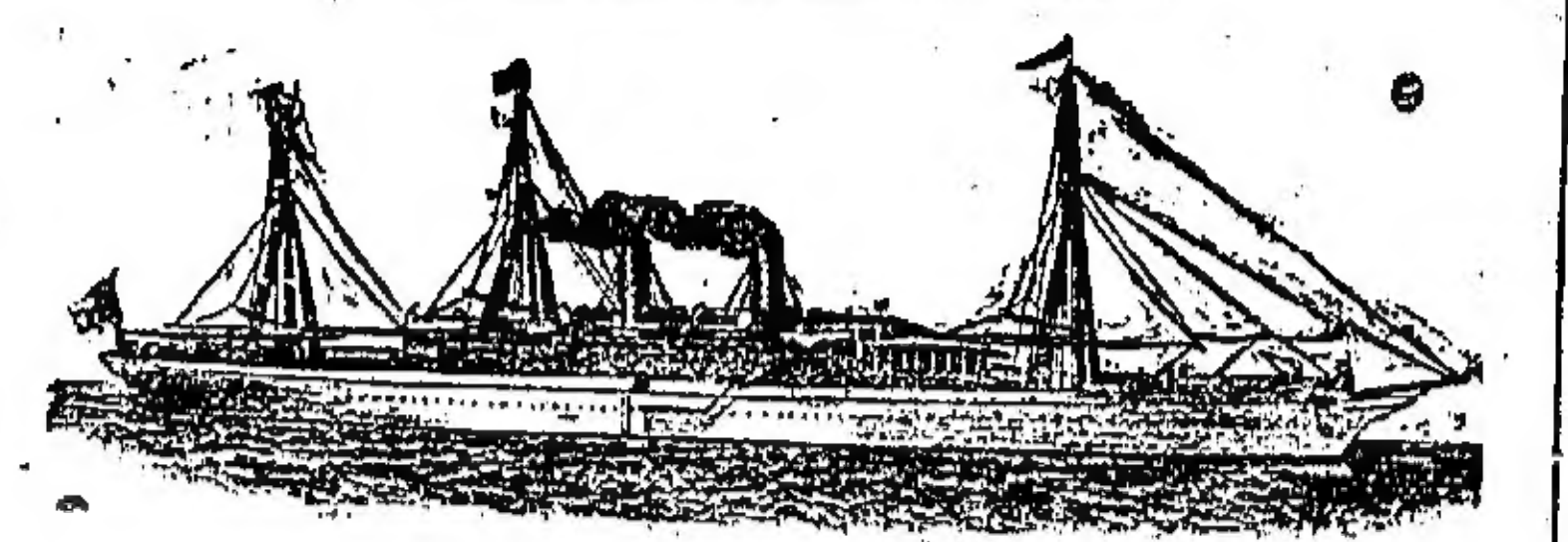
Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

DESTINATIONS	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI, MOJI, KOBE, YOKOHAMA	POONA	About 1st Oct.	Freight only.
SHANGHAI	DELHI	About 4th Oct.	Freight and Passage.
LONDON, via USUAL PORTS	DELTA	Oct. 5th	See Special Advertisement
MARSEILLES, LONDON, and ANTWERP	NAMUR	About 9th Oct.	Freight and Passage.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY-SPEED-PUNCTUALITY.
The only Line that MAINTAINS a Regular Schedule Service of 11 Days across the Pacific is the 'EMPERESS LINE'. SAVING 5 to 10 DAYS OCEAN TRAVEL. 11 DAYS YOKOHAMA to VANCOUVER. 13 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)
R.M.S. EMPERESS OF INDIA..... 6000 Tons	THURSDAY, Oct. 24..... Nov. 11.
EMPERESS OF JAPAN..... 6000 Tons	WEDNESDAY, Nov. 6..... Dec. 3.
EMPERESS OF CHINA..... 6000 Tons	THURSDAY, Dec. 19..... Jan. 6, 1908.
EMPERESS OF INDIA..... 6000 Tons	THURSDAY, Jan. 16, 1908..... Feb. 3.

THE Japanese route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec, with the Company's new palatial 'EMPERESS' Steamships, 14,500 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

Intermediate Steamer Lines or New York £71.10.
" " " " " £40. " " £42.
First-class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. MONTEAGLE Carries INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class.

Passengers booked through to all ports and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information: Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK,
General Traffic Agent for China.
CORNER PRINCE STREET and PRINCE ALBERT, Opposite Blake Pier.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES
MARSHALLS, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.....	SANUKI MARU, Tons 6112	WEDNESDAY, 2nd Oct., at Daylight.
VICTORIA, B.C., and SEATTLE, via SHANGHAI, KOBE & YOKOHAMA.....	AWA MARU, Tons 6309	WEDNESDAY, 16th Oct., at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, VILLAGE and BRISBANE.....	YAWATA MARU, Tons 3817	FRIDAY, 4th Oct., at Noon.
BOMBAY, via SINGAPORE, TAKASAKI MARU, Tons 4748	YAWATA MARU, Tons 3817	FRIDAY, 1st Nov., at Noon.
NAGASAKI, KOBE and YOKOHAMA.....	YAWATA MARU, Tons 3817	FRIDAY, 1st Nov., at Noon.
KOBE and YOKOHAMA.....	YAWATA MARU, Tons 3817	FRIDAY, 1st Nov., at Noon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamships. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

GREAT NORTHERN STEAMSHIP COMPANY Operating the New Twin Screw Steamship MINNESOTA - 25,000 TONS BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

MINNESOTA, Captain C. F. Averis, On SATURDAY, 19th October, at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, &c.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe, and Nagasaki, without extra charge.

For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

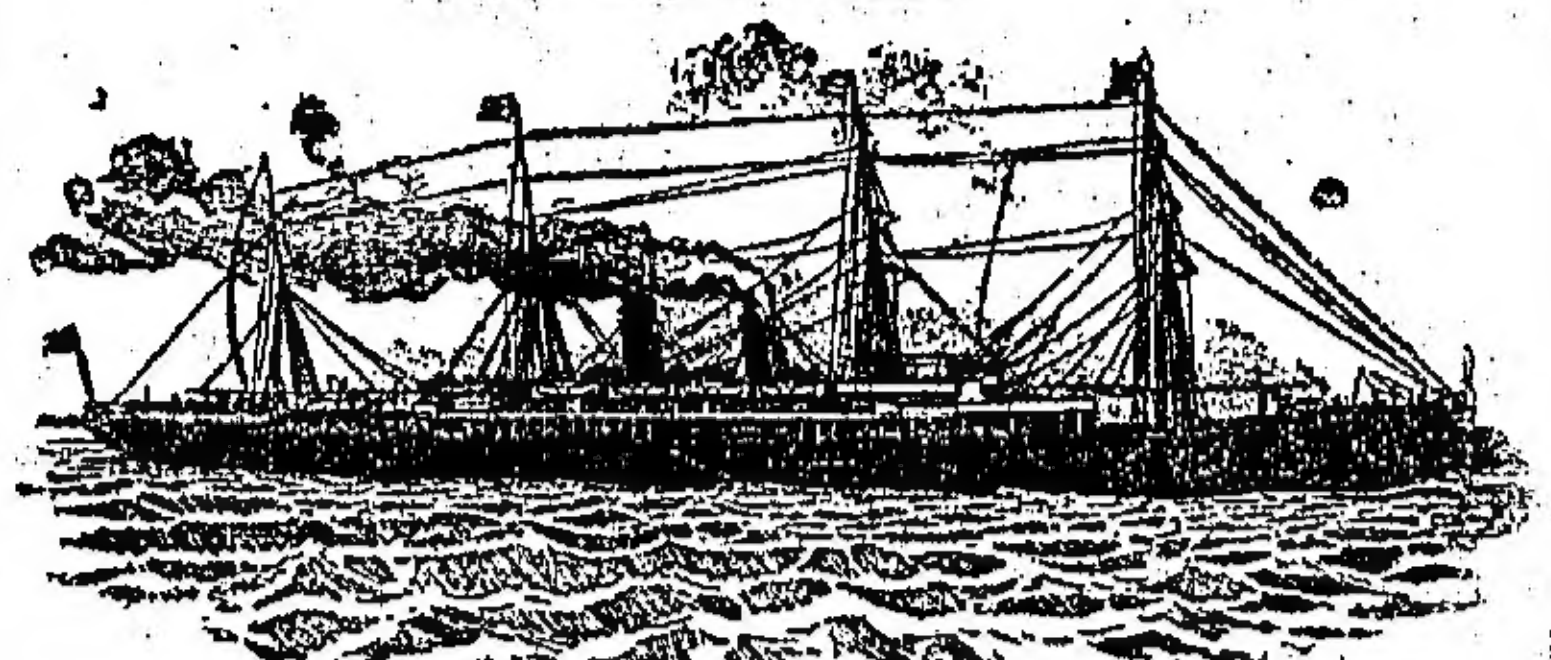
For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA, Agents.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.
VIA HONOLULU.
TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU, OAHU, the most fertile and beautiful island of the PACIFIC.

STEAMERS	SAILING DATES, 1907.
ASIA..... 9,500 Tons	TUESDAY, 1st Oct., at Noon.
PERIA..... 9,500 Tons	FRIDAY, 11th Oct., at Noon.
HONGKONG MARU..... 11,000 Tons	SATURDAY, 19th Oct., at Noon.
KOREA..... 11,000 Tons	FRIDAY, 1st Nov., at Noon.
AMERICA MARU..... 11,000 Tons	SATURDAY, 8th Nov., at Noon.
SIBERIA..... 11,000 Tons	SATURDAY, 16th Nov., at Noon.
CHINA..... 10,200 Tons	SATURDAY, 23rd Nov., at Noon.
MANCHUKIA..... 10,200 Tons	SATURDAY, 30th Nov., at Noon.
YIPPOON MARU..... 11,000 Tons	SATURDAY, 7th Dec., at Noon.

RECORD FAST TRIPS.
Yokohama to San Francisco..... S.S. SIBERIA, 18,000 tons. September 18-27th 1907. 10 days, 11 hours and 5 minutes.
San Francisco to Honolulu..... S.S. SIBERIA, 18,000 tons. August 16th-20th, 1905. 4 days, 19 hours.
San Francisco to Yokohama..... S.S. SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-21st, 1905. 13 days, 12 hours.
Yokohama to San Francisco..... S.S. SIBERIA, 18,000 tons. Oct. 13th to 23rd, 1905. 10 days, 10 hours and 29 minutes.

THE O. & O. Steamship ASIA will be despatched from Hongkong to SAN FRANCISCO, via NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 1st October, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connected Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, KEELUNG, MOJI, KOBE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	TONS.	CAPTAIN.	TO SAIL ON.
UMANTIA 4371		H. FELDMANN.	Oct. 12, at Noon.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
PAKHOI & HAPHONG	SINGAPORE	Sept. 28, Daylight.
SWATOW & SHANGHAI	KWANGSING	Sept. 29, Daylight.
CHEFOO & TIENTSIN	HUCHOW	Oct. 1, at 4 p.m.
MANILA	TEAN	Oct. 1, at 4 p.m.
HOHOW & HAPHONG	HUPHER	Oct. 2, Daylight.
SWATOW & SHANGHAI	KWANGSING	Oct. 3, at 4 p.m.
CHEFOO & NEWCHOW	NANGSANG	Oct. 6, Daylight.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHANGSHA	Oct. 10, at 4 p.m.
YOKOHAMA AND KOBE	CHINGTUNG	Oct. 11, at 4 p.m.
SWATOW & SHANGHAI	SHANGHAI	Oct. 11, at 4 p.m.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unvarnished Table. A daily qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon, Cabin, Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP COMPANY, LIMITED.				
Steamship.	Tons.	Captains.	For	Sailing Dates.
BI	2540	R. W. Almond.	Manila	Saturday, 28th September.
IRO	2540	A. Fraser	Manila	5th October.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUZ CANAL.

(With Liberty to call at MALABAR COAST.)

S.S. OCEAN MONARCH..... 2nd November, 1907.

For Freight and further information, apply to

SHEWAN, TOMES & CO., Agents.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
MANILA	LOONGSANG	FRIDAY, Sept. 27, at 4 p.m.
YOKOHAMA & MOJI	ONLANG	MONDAY, Sept. 27, at 4 p.m.
SINGAPORE, PENANG, and CALCUTTA	NANSANG	SATURDAY, Sept. 28, at 3 p.m.
SHANGHAI, via NINGPO, WAHSING, SANDAKAN, TIENTSIN, and CHONGKING	MAUSANG	SATURDAY, Sept. 28, at 4 p.m.
SINGAPORE, PENANG, and CALCUTTA	CHIPSING	SUNDAY, Sept. 29, Daylight.
REduced FARES TO STRAITS & CALCUTTA.		

Hongkong to Singapore 1st-Class Single \$ 65 Return \$100
Penang " " " 85 " 130
Calcutta " " " 165 " 260

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chelof, Tientsin, Newchwang, and Yangtze Ports.

‡ Taking Cargo on through Bills of Lading to Kuda, Lahad, Datu, Simporna, Tawao, Lunan, Jeddah and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR

NAPLES, GENOA, ALGIERS, GORRIN, SWITZERLAND, SOUTHAMPTON, ANTWERP AND HAMBURG.....

SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.....

MANILA, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE.....

YOKOHAMA AND KOBE.....

KUDAT AND SANDAKAN.....

For further Particulars, apply to

Norddeutscher Lloyd, MELCHERS & CO., General Agents, Hongkong & China.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, etc.

Established 1841.

ORIGINATORS of the European Tourist and Excursion system.

Tickets issued to all parts of the World.

Baggage and Goods of every description collected, shipped, and forwarded at lowest rates.

Foreign monies exchanged. Letters of Credit and Circular Notes issued.

Full information on application.

24, WATER STREET, YOKOHAMA.

Hongkong, August 6, 1907.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at THOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship ALDENHAM, Capt. St. John Gibson, will be despatched as above on SATURDAY, the 28th inst., at noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To secure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, September 5, 1907. 1413

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship YARRA, Captain SZLIZ, will be despatched for the above ports on or about MONDAY, the 30th September.

G. DE CHAMPEAUX, Agent.

Hongkong, September 23, 1907. 1531

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUZ CANAL.

With Liberty to call at MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS TO SAIL: 1907

* SIKH..... 5th October.

MUNCASTER CASTLE..... 26th October.

* 1st-Class Passenger Accommodation.

For Freight and further information, Apply to

DODWELL & CO., LTD., Agents.

Hongkong, September 16, 1907. 1491

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With Liberty to call at MALABAR COAST.)

THE Steamer HEADLEY, will be despatched for the above port on or about SATURDAY, the 19th October.

For Freight, apply to

ARNOLD, KARBURG & CO., Agents.

Hongkong, September 16, 1907. 1491

Shipping.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship ABRATON APCAR, Captain A. STEWART, will be despatched for the above Ports on TUESDAY, the 1st October, at Daylight.

This Steamer has Superior Accommodation for Passengers and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to

D. SASOON & Co., Ltd., Agents.

Hongkong, September 24, 1907. 1534

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG AND CALLAO AND IQUIQUE, via JAPAN PORTS (Karatse, Kobe and Yokohama).

With Option to Call at Mexico and other Coast Ports.

THE Steamship KASATO MARU, 8100 tons.

Captain D. MORI, will be despatched for Callao Iquique, via Japan Ports (Karatse, Kobe & Yokohama), on TUESDAY, 8th October, at Noon.

Steamers Tons To Sail

KATERINE PARK 5000 about end of Nov.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with steamers of the Pacific S.N. Co.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

K. MATSUDA, Manager, Yokohama.

Hongkong, April 15, 1907. 521

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PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Unloading Steamer	Due at	Due at
to	HONGKONG	from	MARSEILLES	PLYMOUTH
Colombo	1907	MARSEILLES & LONDON	1 day later	1 day later
DELTA	Oct. 5	VICTORIA	Nov. 2	Nov. 9
ORIANA	Oct. 19	BRITANNIA	Nov. 18	Nov. 23
DELHI	Nov. 2	MOHITAN	Nov. 30	Dec. 7
DEVANHA	Nov. 16	CHINA	Dec. 14	Dec. 21
DELTA	Nov. 30	HIMALAYA	Dec. 28	Jan. 4, 1908
DELHI	Dec. 14	MOLDAVIA	Jan. 11, 1908	Jan. 18
DELTA	Dec. 28	INDIA	Jan. 25	Feb. 1
DELHI	Jan. 11, 1908	MONGOLIA	Feb. 8	Feb. 15
DELTA	Jan. 25	VICTORIA	Feb. 22	Feb. 29
PENINSULAR	Feb. 8	MACEDONIA	Mar. 7	Mar. 14
DEVANHA	Feb. 22	BRITANNIA	Mar. 21	Mar. 28
DELTA	Mar. 7	MOHITAN	Apr. 4	Apr. 11
MARMORA	Mar. 21	(calling at Bombay)	Apr. 18	Apr. 25
DELHI	Apr. 4	MOLDAVIA	May 2	May 9
MAITA	Apr. 18	HIMALAYA	May 16	May 23
DEVANHA	May 2	MONGOLIA	May 30	June 6
OCEANA	May 16	INDIA	June 14	June 21

Passenger charge steamer at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following:-

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due at
HONGKONG	LONDON	
NAMUE	Oct. 2	Nov. 9
MANILA	Oct. 16	Nov. 23
BORNEO	Oct. 30	Dec. 7
NOR	Nov. 13	Dec. 21
SYRIA	Nov. 27	Jan. 4, 1908
NYANZA	Dec. 11	Jan. 18
NILE	Dec. 25	Feb. 1
SUNDA	Jan. 8	Feb. 15
PALAWAN	Jan. 22	Feb. 29
NUBIA	Feb. 5	Mar. 14
BORNEO	Feb. 19	Mar. 28
NOR	Mar. 5	Apr. 11
SUMATRA	Mar. 19	Apr. 25

These Steamers call also at Singapore, Penang, Colombo, and at Malts or Marseilles.

* Carry 1st and 2nd Saloon Passengers. † Carry only First Saloon Passengers.

For further particulars, Apply to

E. A. HEWETT, Superintendent.

1221

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

THE Co.'s s.s.	For	LEAVING
SOHU MARU, Capt. T. SUZUKI.	SHANGHAI, Via SWATOW, AMOY AND FOCHOW.	FRIDAY, 27th Sept., at 9 a.m.
DAIWIN MARU, Capt. I. SAKURAI.	TAMUL, Via SWATOW AND AMOY.	SUNDAY, 29th Sept., at 10 a.m.
FUKUSHU MARU, Capt. T. ITO.	ANPING, Via SWATOW AND AMOY.	WEDNESDAY, 2nd Oct., at Daylight.

* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Ample ships. Unreserved Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.O. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tonnage	Captains	To Sail
SOVERIO	6235	W. Shotton	15th October.
KUMERIC	6232	D. Baird	25th October.
SHAWMUT	9636	E. V. Roberts	5th November.

* Cargo only. † Passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND COUSINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

* The Twin-screw s.s. Shawmut and Tremont are fitted with very superior Accommodation for First and Second-Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

Dodwell & Co., Limited, GENERAL AGENTS.

QUEEN'S BUILDINGS.

Notices to Consignees.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship

KLEIST,

having arrived, Consignees of Cargo are

hereby informed that their Goods with the

exception of Opium, Treasure and Valu-

ables, are being landed and stored at their

risk into the Godowns of the Hongkong & Kow-

loon Wharf and Godown Company, Limited,

Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless

notice to the contrary be given before

Tuesday, the 24th of September, at 5 p.m.

No Claims will be admitted after the 1st of

October, when the Goods, where they

will be examined on the 1st of October,

at 9.30 a.m.

All Claims must reach us before the 5th

of October, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

the Undersigned.

NORDDEUTSCHER LLOYD,

MELOERS & CO.,

Hongkong, September 24, 1907. 1535

INDRA LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK, VIA SUEZ

CANAL.

THE Company's Steamship Indrapura

having arrived from the above ports,

Consignees of Cargo are hereby informed

that their Goods are being landed and placed

at their risk in the Godowns of Kowloon

Wharf and Godown Co.'s Godowns and/or

extra hazardous Godowns at Kowloon,

where each consignment will be sorted

out mark by mark, and delivery can be

obtained as soon as the Goods are

landed.

Goods not cleared by the 1st October, at

5 p.m., will be subject to rent.

No Fire Insurance will be effected by us

in any case whatever.

All damaged packages must be left in the

Godowns, and a certificate of the damage

obtained from the Godown Company within

ten days after the vessel's arrival here,

after which no claims will be recognized.

Optional goods will be landed here unless

instructions are given to the contrary before

12 o'clock, Noon, To-day.

JARDINE, MATHESON & Co., Ltd.,

Agents.

Hongkong, September 25, 1907. 1545

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALOUTA, PENANG AND

SINGAPORE.

THE Co.'s Steamship Laisang having

arrived from the above ports, Consignees

of Cargo are hereby informed that their

Goods will be delivered from

alongside.

Cargo impeding the discharge or re-

maining on board after 4 p.m., the 23rd

inst., will be landed at Consignees' risk and

expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.,

General Managers.

Hongkong, September 25, 1907. 1515

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship

MANILA,

having arrived, Consignees of cargo are

hereby informed that their Goods, with the

exception of Opium, Treasure and Valu-

ables, are being landed and stored at their

risk into the Godowns of the Hongkong & Kow-

loon Wharf and Godown Company, Limited,

Kowloon and West Point Godowns, whence

delivery may be obtained.

No Claims will be admitted after the 29th of

September, when the Goods, where they

will be examined on the 29th September,

at 9.30 a.m.

All Claims must reach us before the 3rd

of October, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

the Undersigned.

NORDDEUTSCHER LLOYD,

MELOERS & CO.,

Agents.

Hongkong, September 25, 1907. 1520

EAST PRAXA RECLAMATION

SCHEME.

AS PROPOSED TO THE HONGKONG

GOVERNMENT AND THE MARINE

BOAT-OWNERS BY SIR PAUL

LOTH.

The Full Details Printed in Pamphlet Form

Copies may be had at CHINA MAIL Office,

8, Queen's Road Central.

Price 50 Cents each.

THE CHINESE ARMY.

"Soldiers used to be despised in China

and only the coolies were considered

suitable material for fighting men," says

Owen MacDonald in the "Technica

World Magazine." "To-day all this is

changed, and China has an army to which it

is an honour to belong. Tomtoms have been

superseded by wireless telegraphic appar-

atus and signal balloons; masks have given

place to field glasses, comic opera garb has

been cast off for khaki uniforms, and the

two-handed sword has become the bayonet.

China was first aroused to a sense of her

weakness, and her strength, by the

disaster of the war with Japan in 1894.

Hitherto she had slumbered like a great

lazy giant, smiling scornfully at the sug-

gestion that smaller and weaker nations,

by adopting modern methods, might injure

her. She had sublime faith in the force

of the vast hordes she could throw into

the field."

A JAPANESE MOTOR OWNER.

[The other day there arrived in New York

a most interesting young man, Kishiohira

Okita, a Cambridge student and the son of

the man who is known as the steel king of

Japan. The young Croesus, although of

distinctly Japanese type of features, has

much the manners of a young Pittsburg

millionaire and talks of purchases of high

priced automobiles as if they were mere

playthings.

He owns four automobiles of the most

expensive sort, and has made an enviable

record for himself as an amateur driver

abroad. Said he to an interviewer, "I

think is pretty fast, but am having one

made that is more powerful and should go

at an even greater rate. I had the good

fortune recently of coming in second in one

of the biggest races in England, and was

only beaten by a professional who is one of

the best drivers in Europe."

When asked about his methods of

racing Mr. Okura said: "I try to work up

my machine slowly and do not tax the

mechanism too suddenly. I like to have a

young man who has not much experience

to act as my machinist when I am racing.

I find that the well-trained man knows

when the danger is greatest, and his being

nervous acts as a restraint on me. A

novice does not really know when he is

near death, and so is not afraid. I am

going home for my vacation, and will

continue my law course at Cambridge,

England, in the Autumn."

Hotels.

KING EDWARD

HOTEL.

A HIGH-CLASS PRIVATE

HOTEL.

Ladies' Afternoon Tea Rooms.

Private Bar and Billiard Room.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hote at Separate Tables.

TELEGRAPHIC ADDRESS: "VICTORIA," Hongkong.

For terms, &c., apply to the

MANAGER.

123

VICTORIA HOTEL.

TELEGRAMS, VICTORIA, SHAMZEN.

SHAMZEN, CANTON.

OR THE BRITISH CONSUL.

H. HAINES, Manager.

MACAO HOTEL.

TELEGRAMS, ZAMKET, MACAO.

MACAO, CHINA.

In the Centre of Prga Grand.

BOTH Hotels Electrically Lighted and

under Experienced European

Management.

Every Comfort and Convenience for

Residents and Tourists.

Wm. FARMER, Proprietor.

Capt. T. AUSTIN, Manager.

428

BELLE VIEW HOTEL.

(LATE METROPOLE HOTEL).

SHAUKIWAN ROAD.

A Pleasant Drive along the Sea Front,

either by Tram or Ricksha.

BEST OF WINES, BOWLING,

BILLARD, &c.

A COMMODIOUS MARSHED FOR THE USE OF

BATHERS AND VISITORS.

A FIRST-CLASS

EUROPEAN STRING BAND

will be in attendance

EVERY SUNDAY EVENING,

AT 4 O'CLOCK.

TELEPHONE No. 393.

Hongkong, September 6, 1907. 1018

WASHING BOOKS.

(In English and Chinese).

